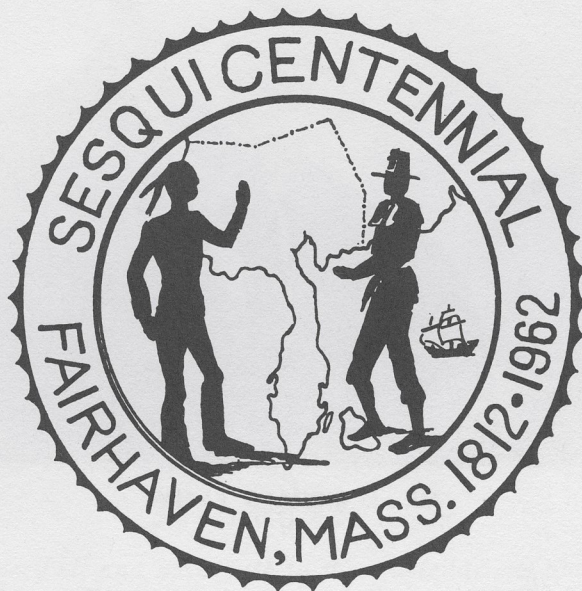






Sesquicentennial Program

JULY 22-29, 1962



"WHALESHIP TO SPACESHIP"

Fairhaven, Massachusetts

Dedication



MR. J. RICHARD EARLY

Fairhaven's Sesquicentennial honors the past as it looks to the future. As this program is a guide to the spirit as well as to the activities of our town celebration, so Mr Early has been the mentor to the Souvenir Program Committee. Always recognized for his public-spiritedness, in this particular endeavor Mr Early has given unstintingly of his time and professional skill. His generous exercise of these qualities is indicative of his genuine feeling for Fairhaven and its people. Mr. Early's respect for the past, his participation in the present and his confidence in the future have been inspiring to all those who have worked with him. It is for these reasons that we dedicate the Fairhaven Sesquicentennial Souvenir Program to Mr. J Richard Early

Town of Fairhaven

By Authority of



Walter J. Bonowicz
Raeter Silveira
James B. Lanagan



BOARD OF SELECTMEN

A Proclamation

1962

WHEREAS, *in the year of our Lord one thousand six hundred and fifty-two, one of the original Pilgrims, John Cooke, settled in the area now known as the Town of Fairhaven,*

WHEREAS, *due to differences of opinion on principles, Fairhaven boldly declared its independence from New Bedford in the year of our Lord one thousand eight hundred and twelve,*

WHEREAS, *the said Town of Fairhaven is celebrating its One Hundred and Fiftieth Anniversary the week of July 22 - 29, 1962;*

NOW, *therefore, WE, THE BOARD OF SELECTMEN, of the Town of Fairhaven, in the County of Bristol, Commonwealth of Massachusetts, do hereby proclaim as*

Fairhaven Founders' Day

February 22, 1962

in memory of, and as tribute to, those defenders of liberty who founded said Town of Fairhaven.

Be it further PROCLAIMED that this day be celebrated by holding appropriate exercises at Fairhaven Town Hall; and that representatives from the student body of the Fairhaven school system be delegated the honorary duties of all elected officials of said Town for the aforementioned day; and be it further PROCLAIMED that we, this Board of Selectmen, dedicate ourselves to the task of incessant progress, aimed at building a better community for ourselves and our posterity.

GIVEN in the Selectmen's Office in Fairhaven, this 12th day of February, in the year of our Lord one thousand nine hundred and sixty-two, and of the Independence of the United States of America, the one hundred and eighty-sixth.



THE MILL POND, now Cushman Park, looking from what is now approximately Green Street toward the Center of town.

In The Early Days ♦ ♦ ♦

FROM the time of legend to the present, Fairhaven has been a pleasant place in which to live.

When man first occupied the area along the banks of the Acushnet River is not known. Amateur archaeologists have found remains of settlements they estimate are 3,000 years old.

The land was different then. The seas were not as high, rivers flowed where now there are dry valleys and many of the marshes are gone. But the pleasant climate and the abundance of fish made the area attractive to the Indians.

There are stories that Norsemen camped along the waters that wash our shores long before the Pilgrims arrived and it is well established that Bartholomew Gosnold landed a party at Cuttyhunk in 1602 and in later explorations moved far up the Acushnet River

But Fairhaven's history as well as that of New Bedford and Dartmouth begins in 1652 when a group of 36 settlers led by John Cooke and John Winslow bought a tract of land from Chief Massasoit.

This was the transaction.

"Know all men by these presents, that I Wesamequen (Massasoit) and Wamsutta my son, have sold unto Mr William Bradford, Captain Standish, Thomas Southworth, John Winslow John Cooke and their associates. the purchasers or old comers:

All the tract or tracts of land lying three miles eastward from a river called Cushereagg (Acushnet) to a certain harbour called Acoakoett, to a flat rock on the westward side of said harbour. And, whereas the said harbour divideth itself into several branches, the westernmost arms to be the bound, and all the tract or tracts of land from said westernmost arm to the said river of Cushereagg, three miles eastward of the same, with all the profits and benefits within the said tract, with all the rivers, creeks, meadows, necks and islands that lye in or before the same, and from the sea upward to go so high that the English may not be damaged by the hunting of the Indians in any sort of their cattle.

"And I Wesamequen, and Wamsutta, do promise to remove all the Indians within a year from the date hereof, that do live in the said tract. And we the said Wesamequen and Wamsutta have fully bargained and sold unto the aforesaid Mr. William Bradford, Captain Standish, Thomas Southworth, John Winslow John Cooke and the rest of their associates the purchasers or old comers, to have and to hold for them and their heirs and assigns forever And in consideration hereof, we the above mentioned are to pay to the said Wesamequen and Wamsutta, as followeth: Thirty yards of cloth, 8 moose skins, 15 axes, 15 hoes, 15 pairs of breeches, eight blankets, two kettles, one clock, 2 pounds in wampum, eight pair of stockings, eight pair of shoes, one iron pot and 10 shillings in another commoditie. And in witness thereof, we have interchangeable set out hands the day and year above."

Signed by John Winslow, John Cooke and Wamsutta

Cooke, who owned one share of this territory chose as his the section now known as Oxford and this became one of the first areas for settlement north of the present bridge—and on sections of Sconticut Neck.

The entire territory was named Dartmouth and in 1664, the tract was made a township and sent representatives to the General Court in Plymouth. Cooke, who had come over on the *Mayflower* as a boy of 15, was the first representative from the area and served in that capacity for more than 20 years.

Most of those who were early settlers in this area were farmers and fishermen and undoubtedly had moved from Plymouth to secure a little more freedom from the controlling government. They have been described in early histories as "the most independent class of people that could be found anywhere on the face of the earth."

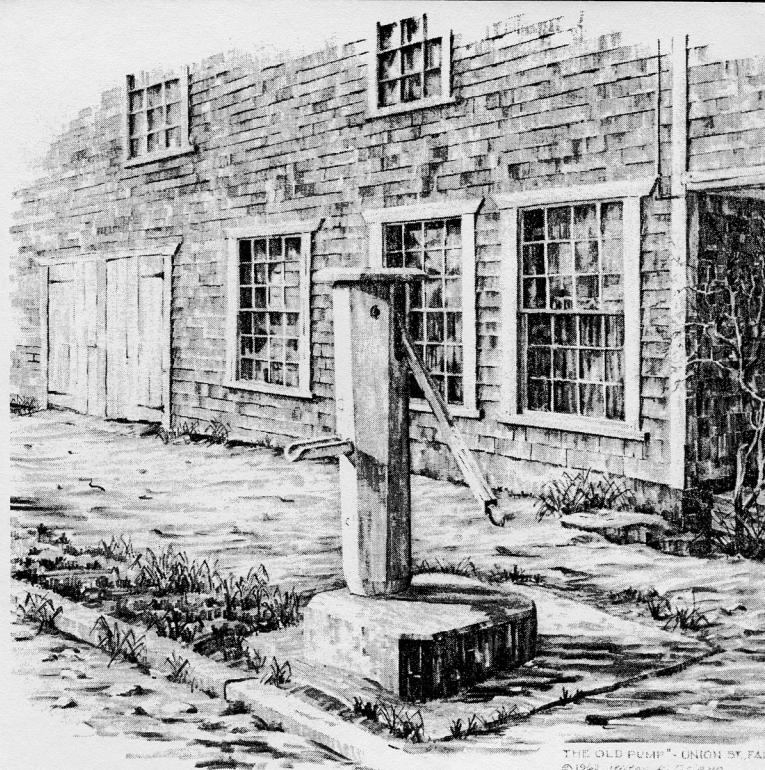
Fairhaven with the rest of Dartmouth suffered severely during the King Philip War. Families, homes, livestock were destroyed in Indian raids despite the efforts of settlers to protect themselves through construction of three forts: Russell's Garrison near the Apponagansett River; another on Palmer's Island and a third, Cooke's Garrison, just north of what is now the Coggeshall Street bridge. In addition there were several blockhouses, one of which was located on Sconticut Neck, scene of a major engagement that resulted in sharp losses to the Indians.

After the death of King Philip in 1676, more settlers were drawn to the area and again most of these were either farmers or men of the sea. Of the latter, many were interested in using the fine timber of the region in shipbuilding and this soon became an important industry especially in Oxford.

On Oct. 20, 1760, Elnathan Pope deeded to Neah Allen 20 acres of land bounded by the present South, Spring, William Streets and the waterfront. It was on this tract that the older part of the town eventually was laid out and named Fairhaven.

Whaling already was a major industry for the town and from 1740 to about 1770, Oxford rivaled its neighbor across the river in ship building as well as in the number engaged in whaling. But events were developing that would open a gap between the two towns and end in their eventual separation in 1812.

Joseph Rotch, the whaling master from Nantucket, came to the mainland in 1765 looking for a site to expand his interests and those of his fellow ship owners. He favored settlement along the Fairhaven waterfront, but "being defeated by jealousy or too high prices" he turned to New Bedford, where he purchased the Joseph Russell farm, lying between County Street and the Acushnet River.



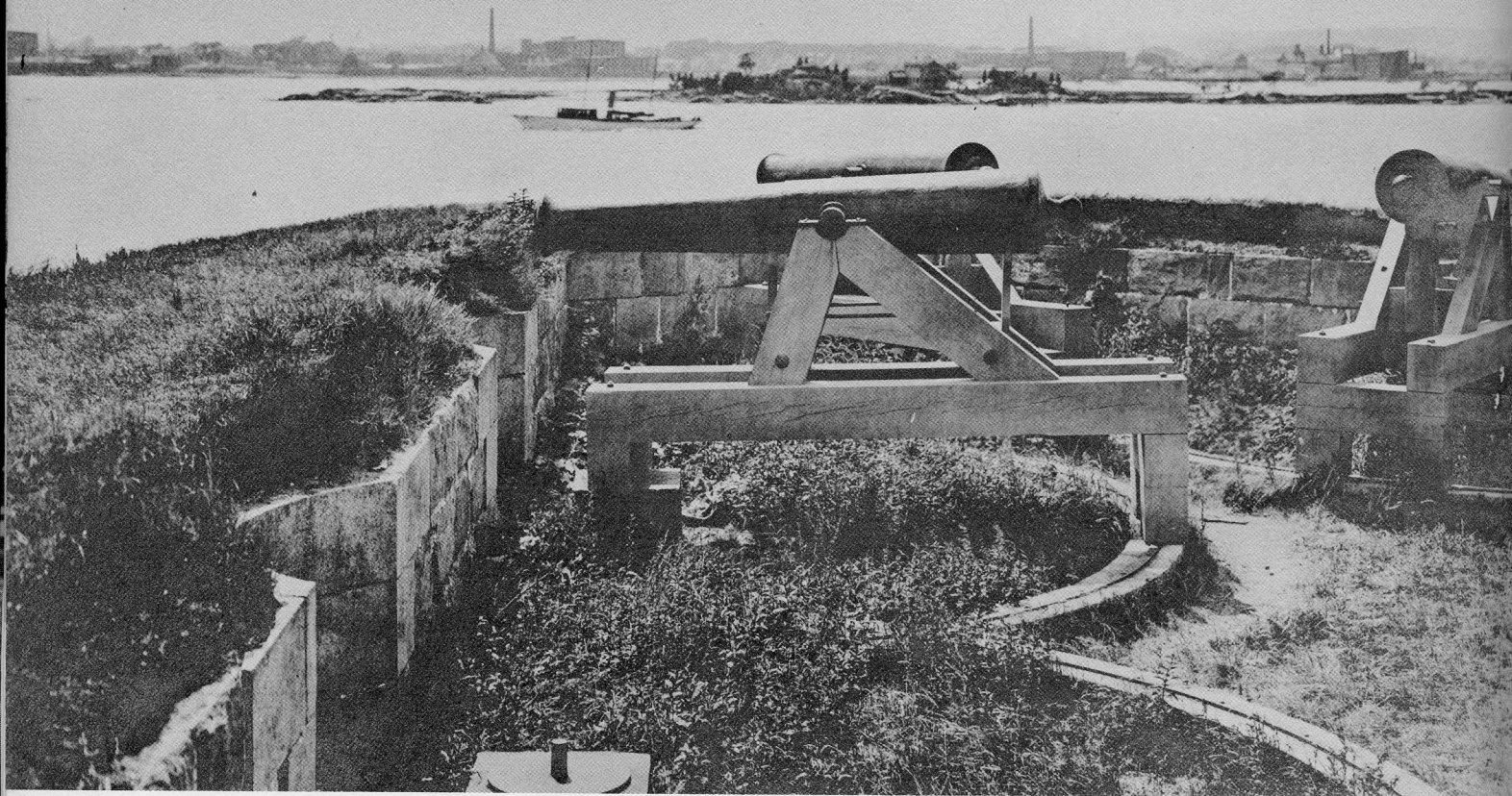
From sketch by Milton K. Delano
"THE OLD PUMP" stood on Union Street and furnished water to the whalers about to set out on a voyage. This sketch is by Milton K. Delano.

Joseph's brothers, William from Nantucket and Francis from France soon joined him and New Bedford began a rapid growth. But William Rotch was not one to forget the treatment from Fairhaven and he purchased the farmlands in this town lying immediately back of the village, meeting the rear of all the house lots on what is now Main Street. For almost 70 years the family refused to sell its holdings or permit building on the lands, thus binding growth of the town to the strip along the river or on Sconticut Neck.

The opening of the Revolutionary War also was to hamper growth of the town but was to deal equally as hard on the shipping interests of New Bedford.

However, with the start of hostilities, the local settlers were active in privateering and with considerable success. To Fairhaven belongs the distinction of making the first naval capture of the war in one of the first naval engagements of the war. The British sloop *Falcon* had captured three small vessels in the bay and used two as tenders. On May 14, 1775, Lieutenant Nathaniel Pope and Captain Daniel Egery commanding the sloop *Success*, fought a battle off West Island and recaptured the two tenders.

In fact it was the success of privateers from this area that brought down the wrath of the British and caused near disaster to villages on both sides of the river. In September 1778 a British fleet entered the mouth of the Acushnet River and landed between 4,000 and 5,000 troops just west of Clark's Point.



FORT PHOENIX in a photo taken a number of years ago looking across the harbor toward New Bedford.

Fortifications at the point were smashed and the British marched up the west side of the river destroying warehouses, ships, homes, stores and supplies as they went. The troops brushed aside a group of defenders at the Head of the River bridge and marched on to Sconticut Neck, burning and destroying property as they went.

The next day, protected by the fleet anchored near Egg Island, British troops moved from the "Neck" and landed just east of Fort Phoenix. The garrison spiked the guns and retreated. The British destroyed the gun carriages and blew up the magazine.

The following day a Sunday the British moved again on the town. This time they landed north of the fort and marched toward the center of town. Local militia, reinforced by men from the neighboring towns and led by Major Israel Fearing made a stand just to the south and east of Center and Main Streets. Fearing held his men in position by threatening to shoot the first one that retreated. The British were turned back, withdrew to the fort, dismantled it and then returned to their ships.

The fort was speedily rebuilt and for two years it was called Fort Fearing, but then it was changed to Fort Phoenix as it has been known ever since. It is said the name was given because it was rebuilt so soon, having arisen like the phoenix of fable, from its own ashes.

In 1787 New Bedford was incorporated as a town and included what is now Fairhaven.

Shortly afterwards began a problem that was to plague residents of both sides of the river to the present day.

In 1796, an attempt was made to have a bridge built north of Palmer's Island, connecting the two main parts of the towns on each bank of the river. After some bickering, a toll bridge was constructed in 1799, but the tolls were so high and the methods of figuring so complicated it was hardly possible for the average man to take his family across the river in either direction.

The "great tide" of 1805 washed this bridge away and a replacement was completed in 1807. But it was destroyed in the gale of 1815 and a third bridge,

erected in 1807 was partially demolished in the storm of Sept. 8, 1869. New Bedford and Fairhaven, the communities having separated by this time, purchased the remaining portion of the bridge for \$21,000 and rebuilt it by 1870. After that, transportation was fairly certain over the span.

Political differences grew between Fairhaven and New Bedford during the early years of the 19th Century. Fairhaven supported the Jefferson policies while New Bedford opposed them, especially the embargoes which residents felt were crippling the local shipping industry. These differences, that grew into the unpopular war of 1812, finally brought on a separation of the communities by an act of the General Court, approved Feb. 22, 1812.

Fairhaven's early years of independence were not bright ones. The Fairhaven brig *Wasp* was captured by a British cutter and the town's commerce was hit hard by Britain's domination of the sea. There were threats again of raids on the town and defense

measures were taken by construction of several small forts in town. But the British did not attempt to invade.

Great storms smashed at the town. Not only the bridge to New Bedford was destroyed in the 1815 storm, but also the one spanning the Herring River and forming a part of Main Street. This bridge had been the cause of a great deal of controversy, anyway. Shipping interests wanted to use the river to get their vessels into the safety of Mill Pond but residents wanted the bridge, which blocked shipping, because it cut time from Oxford to the lower end of town. The dispute wasn't resolved until Henry H. Rogers bought the area and filled it to create Cushman Park.

So through many an early crisis, Fairhaven rose from her own ashes whenever the time called for it but that is not surprising. Fairhaven isn't *any* small town, it is our *home* town. Somehow one expects that from a home town and is ready in turn to contribute to the will and courage that makes such a spirit live forever.

THE CANDLE FACTORY located on Middle Street, south of Washington, was one of the first industries in town.





THE OXFORD HORSECAR that was operated by the Union Street Railway Company.

Glimpses Into Fairhaven's Past ... From Elephants to Bank Robbery

by Everett S. Allen

FAIRHAVEN was exposed to its first elephant in 1835, a pachyderm named 'Bolivar', who traveled with the New York Zoological Expedition and Columbian Circus.

One of the earliest real estate transactions was the sale of a lot "with the eighth part of a windmill", from Richard Delano to Isaiah Eldridge, for the sum of 120 pounds.

In 1798, various Spooners, Stoddards, Sawyers, and Tabers "et ali" raised money for an academy between "the Village and Oxford, 50 feet and one-half by 24 feet and one-half, and two-story high" for the instruction of the young.

Tragedy struck hard. Records reveal that Captain Obed Nye died November 10, 1815; his wife, Free love, on November 10, 1815, and his son Jonathan, on November 18, 1818, all of the spotted fever, commonly known as the black death.

There once was a "gambrel house" at the intersection of Main and Center Streets, opposite Phoenix Hall. On a given day the occupant, named Taber, walked from his house to his shop and there in the doorway stood his good friend, Joseph Francis. Francis turned and disappeared as Taber approached. Taber thought it odd, for Francis had sailed four days previously on the sloop *Thetis*, for Savannah. Ten

days later came word of the loss of the *Thetis* on the day on which he had appeared in the doorway. The sloop went down with all 29 men aboard, including Francis.

On September 25, 1813, there arrived in the harbor the Russian cartel ship *Hoffming*, 47 days from Plymouth, England, with 402 Americans, former British prisoners of war. An observer remarked, "I will remember the arrival of this ship with the flag of the Northern Bear at her masthead. Her decks swarmed with men, and such a company of ill-conditioned, ill-dressed and rough-appearing fellows, who had been the victims of English cruelty and neglect in Dartmoor Prison. Thus came home, among others, James O'Neil, Lemuel C. Wood, and Charles Proctor of Fairhaven.

Joseph Bates of Fairhaven was forced to serve 2½ years in the British Navy in this period and another 2½ years as a prisoner of war during the hostilities of 1812. He witnessed a massacre in Dartmoor in 1815 in which seven were killed and 60 wounded. With 300 other Americans, he embarked in the cartel ship *Mary Ann*, finally bound home. The New Englanders revolted because they didn't want to be landed in Virginia, taking possession of the ship, they anchored off New London and chartered a fishing smack that took them to Boston.

Mr Bates recalled, "The next evening I had the indescribable pleasure of being at my parental home in Fairhaven (June 14, 1815), surrounded by mother brothers, sisters and friends, all overjoyed to see me once more in the family circle after six years and three months absence from them"

In 1851, S. P. Hanscomb, express rider, rode all night from Boston to warn residents here that a brig load of U.S. Marines was supposed to drop anchor unexpectedly and search Fairhaven and New Bedford to recover fugitive slaves in hiding, awaiting transit to Canada by the underground railroad. Hanscomb's mission was fruitful, the *New Bedford Mercury* of April 21 1851 reported jubilantly "Extradition extraordinary. We are pleased to announce that a very large number of fugitive slaves, aided by many of our most wealthy and respectable citizens, have left for Canada and parts unknown and that more are in the way of departure. The utmost sympathy and liberality prevails toward this class of our inhabitants."

The early records of the town were destroyed in the "great gale of 1815" which inundated the lower part of the village.

The first known board of selectmen (1816) consisted of Bartholomew Aiken, James Taber and Joseph Wheeden.

The Federal Party, of which Washington and Adams were exponents was opposed to the War of 1812 and so was Bedford Village (New Bedford). Fairhaven was equally pronounced in its loyalty to the Republican, or what would be termed today the Democratic Party whose great leaders were Jefferson and Madison. The Republican Party favored the war, and so did Fairhaven.



ICE PILES on the shore at Fort Phoenix during the terrible Winter of 1918.

The "great debate" on this matter was held at the town house near the Parting Ways, where the building overflowed with the crowd and all were forced to adjourn to the green to continue discussion. Here, Captain Noah Stoddard of Fairhaven, a former deep-water privateer who feared neither gales nor gunshot, moved to one side of the road, joined by his flock of supporters. Stoddard declared, "I began alone on this question, and now you see I have a respectable company"

Caleb Congdon of Bedford Village retorted, "Yes, and Old Cloven-Foot commenced his career alone in hell an he's got a respectable following, too."

Fairhaven was in sympathy with France in her contest with England and thus Fairhavenites, especially youth, were called "Corsicans", as were other Republicans, a derisive reference to Corsica, the birthplace of the then-Emperor Napoleon.



MEMORIAL DAY 1913 — Grand Army of the Republic veterans pose for one of their final pictures at Town Hall. Identification is sketchy, but many an ancestor is here. Front row, left to right, Albert Manchester, Alton, Bliss, Peter Eldredge, George H. Carpenter, Samuel Bumpus, Crowell. Second row, Tallman, Tripp (brother of Job C.), Third row, George Lloyd, Fourth row, William H. Bryant, William H. Dunham, Benjamin F. Luther. Fifth row, George Mathewson, Fayette Randall, Daniel Gestler, Frank Hammond. Sixth row, George Holdbrook, Linneus Morton, Albert Jackson, Chester Miller.



Standard-Times Photo

FIRST BABY — A SHRINE OR JUST A ROCK? — Joseph Brown of Sconticut Neck Road is shown in this 1959 photo at what legend says is the site where the first white child was born in Fairhaven. The rock, with cherry trees growing from it, is located on Sconticut Neck and the story of the nativity is told in a book, "Fairhaven" by Lewis S. Judd, Jr., published in 1896.

The split between New Bedford and Fairhaven over the War of 1812 was crystallized in town meetings in each community that year. In May, the New Bedford town meeting concluded, "We view with extreme regret and apprehension an impending war with Great Britain, which in our opinion will be disturbing and ruinous to our country."

A few days later Fairhavenites published a statement:

"Adherents to the good old cause of Republicanism whom British gold cannot corrupt nor old Tories frighten, who are willing to aid the Government of their country in a firm and vigorous defense of national honor and dignity are requested to give their attendance tomorrow afternoon at 3 of the clock at the Academy in Fairhaven."

In 1874, the State Legislature considered the subject of New Bedford's annexing Fairhaven but "it was deemed inexpedient to take any action as strong opposition to the project was developed."

In 1869, this area was "swept by the velocipede mania."

On September 8, 1869, a destructive southeast gale, lasting from 4 p.m. to 7 p.m., blew down the spire of the Congregational Church. The tide rose to the level of the wharves, huge waves swept over them, and many vessels and small boats were damaged. The storm destroyed the New Bedford-Fairhaven Bridge and "all the woodwork was soon floating up the river." The new "free" bridge (as opposed to toll) which replaced it cost \$45,000.

The following are examples of what constituted "healthy and intellectual moral amusement" for the people of Fairhaven. A glass blower from London at Mr. Cory's coffee house, Sign of the Swan, admission 25 cents (1821); a caravan of wild animals, two Egyptian mummies over Peleg Gray's store, and Siamese twins, "held over for a week because the boat did not leave for Nantucket" (1823); panorama of the *Battle of Waterloo* and a grand exhibition of two Lafayette panharmonicons (not in the dictionary), with "moving figures" (1834); plays entitled "Helen Jewett, or the New York Murder," "The Young Widow," and "Richard III," (1836).

The streets of the village were principally dark at night until "gas for illuminating purposes" was introduced about 1850.

As late as 1847 male passengers on the regular coastal sloops to Boston and New York often were asked to carry packets of letters in their hats, thus providing a somewhat haphazard link in the postal service. Mail thus delivered was dumped in bundles upon a long table by the postmaster in this port, who then called out the names of those to whom letters were addressed. Mail volume was small and prices high, it cost 10 cents to send a letter to Boston and 18¾ cents to New York.

The notorious Jimmy Hope, with four accomplices, attempted to rob the Fairhaven National Bank on Saturday night, April 16, 1868. This bank was on the first floor and the Fairhaven Savings Bank, on the second floor of the same building.

William C. Stoddard, a bank clerk, discovered he had left his pipe in the building and went back with his friend, James F. Tripp, to retrieve it. Discovering the bank robbers, Tripp and Stoddard routed them, causing the former to leave their safe-cracking tools behind as they jumped out a rear window and fled through an alleyway.

When the local police tried to carry off the kit of burglar's tools, the bank president refused to let them go, claiming that as they were left in the bank, they belonged to the bank and as they were "worth \$150 or \$200", the police ought not to have them unless they were paid for

According to contemporary accounts, the bank robbery scared Fairhaven "from center to circumference." The whole wealth of the place was in that sheet-iron vault and narrowly escaped being carried off in one bunch. Naturally everyone was scared.

"The young men who went on guard till daylight the night of the burglary did so in fear and trembling. They lighted all the lamps, pulled down all the curtains and were plentifully armed with revolvers.

"Monday morning, the bank was besieged by depositors who demanded their money and securities. One man lugged a big tin box with all his wealth in it, up and down the street for several hours, frantic lest someone steal it if he set it down an instant. Finally he grew tired and carried it back to the bank.

"Several others are reported to have hidden their treasure in dark cellars or even in the ground until their common sense reasserted itself."

It was apparently one of the greatest crises of Fairhaven's career since no one can estimate the desolation which would have settled on the town if the burglars had lugged off all that loot. Surely the salvation of the town must be credited in part to a man's affection for an old black, briarwood pipe.



SWORD CEREMONY — In the Fairhaven High School stadium in the Spring of 1918, the Japanese ambassador presents to the town a Samurai sword to honor the memory of Captain William H. Whitfield and his rescue of Manjiro Nakahama and the birth of an unusual friendship between Fairhaven and Japan.

People Fairhaven Remembers with Pride

Because he commanded the fastest sailing ship the world has ever known and with her carried the name of Fairhaven around the world, Captain Alexander Winsor holds a distinct place among those who went down to the sea.

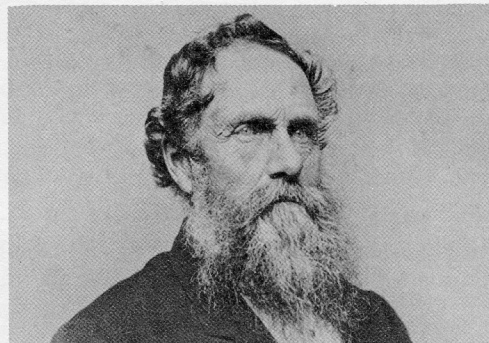
Born in Duxbury in 1811, Winsor was the son and grandson of sea captains. He made his first sea voyage at the age of 12 and by the time he was 25 was placed in command of his own ship.

Captain Winsor's first command was the *Molo* and his craft was wrecked while in charge of the pilot on Gottland Island on a voyage to Stockholm. Fearful that his career was at an end, Winsor returned to Boston but the owners did not hold him at fault and gave him command of the *Timoleon*, a ship built at Dartmouth.

With these early voyages, the captain made enough money to be able to marry and to become, in a small way, an owner of ships. He married Sarah Pellington Allen, daughter of Captain Silas Allen of Fairhaven and Sarah Pellington of Nottingham, England, in Fairhaven on September 11 1838. He later would marry Emily Pope and Emma Akin Richmond.

Shortly afterwards, his name appeared as part owner of several craft that sailed from Fairhaven and New Bedford and in 1847 he took command of the *Audubon*, built in Fairhaven just the year before. This was just one of a line of almost a dozen vessels he was to command before taking over the *Flying Cloud* in 1859.

The *Flying Cloud*, the most famous clipper built by Donald Mackay, was well known before Captain Winsor assumed command. Built in 1851, she had set new records on the run from New York to San Francisco, the fastest ever being 89 days in 1854. But in 1856, on the same run, she was forced into Rio for repairs and took 185 days to reach Frisco.



CAPTAIN ALEXANDER WINSOR

After that, public interest in her fell off until Captain Winsor on his first voyage in command, took her from New York to London in 18 days, so far as is known the fastest time ever for the course.

On February 15, 1860, the *Flying Cloud* sailed from Gravesend for Hong Kong in a race with the English-built *Robin Hood*. On the run, on two successive days, Captain Winsor logged 316 and 317 miles, which prompted him to write in his journal, "This day we have run the most distance that I have ever made in a ship." Later, in one day she logged 336 miles.

For two years, the *Flying Cloud*, with Captain Winsor in command, raced from Britain, to China, to Australia but by 1862, the raids by the Confederate vessel *Alabama* were such that the owners felt it better to sell her.

Captain Winsor was to command two more ships before he retired in 1872 to his home at 10 William Street, Fairhaven. There he died June 11, 1891, at the age of 80.

He was, not only a great sailor but a man who loved the sea and everything it stood for



CAPTAIN WARREN DELANO

Because he was instrumental in opening trade with China and because he planted the roots of a famous family deep into the soil of Fairhaven, Captain Warren Delano left a legacy that many would envy.

Born, probably near Main and Washington Streets on October 28, 1779, he has been described as a "man of action." He was going to sea by the time he was 19 and soon rose to command vessels, both in the coasting and in the ocean trade.

By the time he was 36, he was ready to retire to attend to his businesses as the owner of ships engaged in whaling and in the merchant trade. He twice was captured by the British, first in 1812, when his ship the *Arab* was seized, and again in 1815 when he lost his ship to the British. He was in his early 30s at the time.

Captain Delano is described as a man not ambitious for wealth and with his retirement devoted himself to the large family of aunts and uncles, sisters and brothers. He married November 18, 1808 to Deborah Church and there were eight children, only

one of whom Warren Jr., married to carry on the family name.

In about 1835, the captain began construction of the family mansion on Walnut Street that was to remain in the family for 110 years. And it was to that home that Warren Jr., brought his children including Sara Delano who was to become the mother of Franklin Delano Roosevelt, war-time president of the United States. President Roosevelt was a frequent visitor to the Delano homestead.

Although his son, Warren Jr., was to become better known and build greater wealth through trade

with China, the senior Warren kept a busy finger on the shipping interests in New Bedford and Fairhaven even in retirement.

He also was interested in insurance companies, banking houses, school questions, the Old Academy the Washington Street Christian Meeting House and various betterments for the town.

The Delanos bestowed gifts upon the Fairhaven Library Association and the Millicent Library. One of their most extensive gifts was the presentation of Riverside Cemetery with additions, to the town.



CAPTAIN WILLIAM H. WHITFIELD

Because a whaling captain and a Japanese boy he befriended paved the way for the opening of ports of Japan to commercial traffic from the United States, Captain William H. Whitfield and Manjiro Nakahama are remembered with honor and gratitude.

The story of this man and boy is one of warmth in an age and profession that left little room for such emotions. And it has continued to hold its appeal through 100 years, touched occasionally by death and tragedy.

It was in 1841 and Captain Whitfield was moving toward the island of Tori in the far Pacific in hopes of being able to fill his water casks. Through his glass, he saw six figures whom he thought might have been put ashore by another vessel as troublemakers.

However, he discovered they were Japanese fishermen, wrecked by a storm and stranded for 60 days where they were able to eat only by knocking birds from the air with sticks. Captain Whitfield took all the young men aboard and sailed for the Sandwich Islands (Hawaii) where he left five of the men but persuaded Manjiro to continue the trip with him to Fairhaven.

At first, Manjiro and Whitfield were separated because Whitfield was a widower. But he remarried shortly after his return and Manjiro joined him in his new home on Sconticut Neck.

Although looked upon at first with some suspicion in the town, Manjiro showed exceptional aptitude in school and excelled in mathematics and navigation. He also became an expert cooper.

In 1847 Manjiro decided it was time to try to return to Japan. No U.S. vessels were allowed to put into any port in that land, so his task was not an easy



MANJIRO NAKAHAMA

one. Besides, Captain Whitfield was reluctant to see him go. However the captain finally arranged a berth for him on a New Bedford whaler bound for Hawaii.

There Manjiro met his old companions and together they purchased a whaleboat and carried it with them aboard an English vessel bound for China. They would be dropped 400 miles from the Japanese coast and make their way to shore in the whaleboat.

Their reception in Japan was not warm, at first; for a time they were placed in prison and forced to explain their long stay from the island. Manjiro not only explained but translated portions of Blount's Navigator into Japanese, to convince his people they meant no harm.

Manjiro was given a government position and was invited to take part in the discussions between the Emperor and Commodore Perry over opening Japanese ports to shipping. Manjiro convinced the Emperor the Americans meant no harm, the treaty was signed and Manjiro was on the first rung of a climb to national importance.

He returned to the United States only once, in 1870, this time enroute to Europe as head of a Japanese trade mission. He visited Fairhaven but the captain was dead and there was a tearful reunion with the captain's widow. Manjiro died in 1898 at the age of 71.

But the end of the relations was not in sight and may never be. On July 4, 1918, the Japanese ambassador to the United States, presented to the town, in the name of Manjiro's son, a Samurai sword as a symbol of friendship between people. The sword today is in Millicent Library.

NATHANIEL POPE

Because his actions on May 14, 1775 marked the first naval engagement of the Revolutionary War and probably widened the political differences between what was to become Fairhaven and New Bedford, Lieutenant Nathaniel Pope holds an important place in American history.

The story probably is best told in the following paragraphs from a family history:

"At this period, a very large majority of the larger town of the two Bedford was of the Society of Friends and not only non-combatants, by principle, but possessing the wealth and influence were actively although perhaps covertly endeavoring to repress the dawning movements of resistance to the government of the crown.

"A letter from Boston to Seth Pope (Nathaniel's father) urged the organization of partisan corps of "Minute Men" and in accordance with this suggestion, a company of 25 was organized of which Nathaniel was the commander. Their first service was their participation in a secret expedition which captured in Buzzards Bay on Sunday morning, May 14, 1775, an armed force of 26 men from the British sloop *Falcon*, then in Tarpaulin Cove, under command of a lieutenant of the ship, in two sloops cruising as decoys to procure the means of carrying cattle and

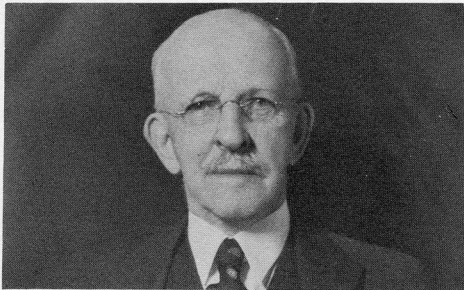
sheep from the Vineyard to General Gage, then shut up in Boston.

"The Fairhaven force of 25 'rank and file' selected equally from the militia company of Captain Egery and from the 'Minute Men' had both commanders, Nathaniel, a sailor commanded an old sloop, the *Success*. A fight occurred with one of the two sloops in which the British commander and two of his men were wounded.

"Of the prisoners, 15 were marched next day to prison in Taunton. This was a little affair but the first capture by sea of the King's forces and that coming 25 days after the raid of the English at Lexington alarmed the Quakers at Bedford very much, for they had a large property in port and exposed."

Lieutenant Pope was 27 at the time of this raid and fifth generation of his family to live in Fairhaven. His interests had been in the sea and he had done some whaling and been in trade with the West Indies and with southern ports. After war with England broke out, Nathaniel lost nearly all he possessed from the British raids on shipping.

He was described as a "well-favored" man, 6 feet tall, pleasant, dignified and "a kind father." After the war he became a part owner of ships, was interested in the old South Wharf, bank stock, the Bedford toll bridge and for a time owned a portion of Palmer's Island. He died in 1817 at the age of 70.



THOMAS A. TRIPP

Because his life spanned most of the century from the "old" to the "new" Fairhaven and because he is symbolic of the Yankee devotion to industry Thomas A. Tripp will have a place forever in the recorded history of the town.

Mr. Tripp was born in the family home at 6 William Street, October 8, 1857. He graduated from Fairhaven High School with the Class of 1875 and he lived to become the school's oldest graduate. He later attended Friends School in Providence, now known as Moses Brown School.

On his 20th birthday Mr. Tripp began his business career entering the employ of the Mt. Washington Glass Works in New Bedford as a clerk at \$5 a week. He rose from the ranks to become treasurer and in 1890 was elected president, a position he held until the company merged with Pairpoint Corporation in 1895. He served with the merged company as treasurer then as vice-president and general manager. He retired in 1932 when he was 75 after 55 years of service to the business.

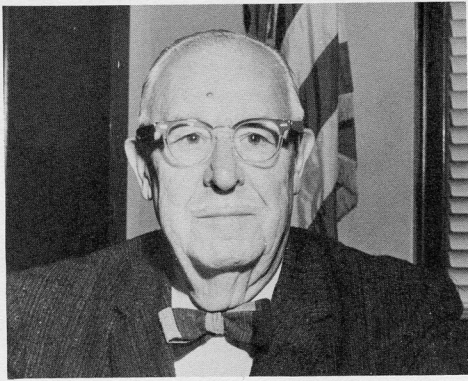
But there were other business and community interests. He was in his 50th year as president of the Fairhaven Institution for Savings at the time of his death in 1953 and he had been a member of the board of trustees for 56 years. For 61 years, he was a director of the First National Bank of New Bedford and had been a director of the First National of Fairhaven for 53 years.

With all of these duties, there was still much time for public service. He served 20 years on the School Committee, 16 of them as chairman, he was a life member of the board of trustees of Millicent Library and served 28 years as clerk of the New Bedford Friends meeting. He was president of the Fairhaven Water Company for many years, a town meeting moderator, member of the Finance Committee and a president of the Fairhaven Improvement Association.

Two things were closest to Mr. Tripp's heart: His gardens, especially roses and his long and warm friendship with Henry H. Rogers. His rose garden was one of the showplaces of town and for many years it was his custom to distribute blooms from it to friends at the Millicent Library at the banks, and at Our Lady's Haven.

His family remembers he was the first to know of Mr. Rogers' plans to construct a new high school, and it probably was disclosed at an early-morning meeting on the Rogers' yacht.

Mr. Rogers would call at the Tripp home in an electric auto (so as not to awaken the neighborhood) at 6 in the morning and as they would watch from the yacht, dawn would turn spires and trees of Fairhaven to gold and Rogers would talk of his dreams to the man who would live to see them all reach full flower.



F. EBEN BROWN

Because of a link to the days when whaling was king and because of a long career of public service, F Eben Brown has pressed his mark on his native community

Born January 14, 1890, son of the late Frank E. and Hannah Brown, Fairhaven's present postmaster attended Fairhaven schools, Moses Brown School in Providence and graduated from Limington Academy Limington, Maine.

With the death of his father he continued the family business through the '20s, the manufacturing of whale guns and bomb lances for sale throughout the world. The firm maintained a place of business on the New Bedford waterfront and was the last of an industry that once flourished in that same area. Orders came from the Pacific, Brazil, Chile, Russia and Norway

But it was in the political arena, that Mr Brown was to become best known. He made his first bid, unsuccessful, for public office in 1927 when he ran for Fairhaven selectman. He was elected to that office in 1932 and served continuously to 1941 the last eight years as chairman.

In 1938, Mr Brown was elected to the Legislature from the old 7th District that comprised Fairhaven and Wards 3 and 4 from New Bedford. His interest centered on highway improvements and he was praised for his efforts in pushing many bond issues for road construction. During his 18 years in the Legislature he served as member of the Rules Committee, post-war highway commission and was at various times chairman of the Committee on Towns and the committee on Highways and Motor Vehicles.

Much of his energy in those years was devoted to highway traffic and waterfront improvement in his home town, where in previous years he was administrator for CWA and ERA in 1933 and 1934, respectively

In 1956, describing himself as "an old man," Mr Brown told hushed fellow representatives in the House chamber that he would not be a candidate for reelection. A few months later hundreds gathered, as they had in February 1955, for a testimonial to his long years of service.

But the service was to continue, and it still is. Today he serves Fairhaven as its postmaster a post to which he was named on a temporary basis in December 1956 and to a permanent status in May 1958.



HENRY ROGERS BENJAMIN

Because, although two generations removed from the town's great benefactor he retains an active interest in those institutions established by his grandfather Henry Rogers Benjamin is warmly welcome on his all too infrequent visits to Fairhaven.

He was born September 4, 1892, in New York City. His mother was the former Anne Engle Rogers, daughter of Henry Huttleston Rogers. His father was William Evarts Benjamin, a collector and dealer in rare books.

Mr Benjamin was educated at Browning School in New York, MacKenzie School in Dobbs Ferry, N.Y. Milton Academy and at Harvard University. Just this year he received an honorary degree from New Bedford Institute of Technology

In 1917 he enlisted in the U.S. Navy Air Corps and was trained as a naval aviator. He helped to establish the Navy stunt school at Dinner Key Miami, and was the first Navy stunt pilot. He saw action in France and Italy and for a time was in service with the British on "loan" from U.S. forces. Immediately after the Armistice, he was called to London for special duty by personal order of Admiral Sims. He received awards for the service, including the Navy Cross.

In 1919, he married Dorothy S. Renard and they had four children, now all grown and married. Virginia King Poole (Gould) was his second wife, since deceased, and he currently is married to the former Germaine deBaume (Gossler).

Mr Benjamin is active in numerous organizations, businesses, clubs and societies. He is a trustee of the Millicent Library has been a member of the board of managers of Memorial Sloan-Kettering Cancer Center for 30 years.

He was a member and the first chairman of the Friends of Columbia Libraries, to which post he was appointed by Dwight D. Eisenhower when the general was president of Columbia. Mr Benjamin assisted his father in establishing the Park Benjamin collection in the Columbia University Library and he has established and personally endows the Roger Benjamin Fund, Inc., a philanthropic entity.

In recent years, Mr Benjamin's business activities have been devoted primarily to the handling and managing of the family estates, trusts and investments at home and abroad. He also has devoted a great deal of interest in book publishing and motion picture production, having produced the first American full-length commercial film in France in a double-language version.

Henry Huttleston Rogers



THE ROGERS HOME that stood at the foot of Fort Street and was a showplace the equal of many of the others he constructed for the town.

IT can truthfully be said that of all the generations of men who have lived along the eastern bank of the Acushnet River the one best known through all recorded time is Henry Huttleston Rogers.

Striking as this may be, it is not surprising. For few are the communities in this nation that have been so favored as Fairhaven through the benefits of one man's love and generosity.

Beyond the devotion to Fairhaven, the career of H. H. Rogers is one of the most significant and fascinating in American business history. He played an outstanding role in the development and growth of American industry and commerce. He maintained an active interest in almost every major industrial enterprise in the United States during the period of this nation's emergence as a great industrial power.

Consequently, he truly can be regarded as one of that small group of business pioneers who helped shape America's destiny in the 20th Century. But in Fairhaven he is a legend, almost alive today to those thousands surrounded daily by the dramatic examples of his interest and devotion.

At the outset of that era when the whale was king along the river a son was born to Rowland and Mary (Huttleston) Rogers on January 29, 1840. His boyhood was somewhat typical of that of youngsters of his day.

Rogers' father was a grocer and of modest circumstances and young Rogers attended grammar school in the town and, in 1852 was admitted to the first class of Fairhaven's High School.

To bolster the family income, young Rogers worked after school in his father's store and also delivered newspapers. He tried to ship out on a whaling

voyage as his father had done but yielded to his mother's objections. He graduated from high school at 16 and in time took a job with the Old Colony Railroad's Fairhaven branch as a brakeman and baggageman. This first contact with the railroad industry brought Rogers a salary of a little more than \$1 a day.

About 30 years later and in the face of scorn from fellow businessmen, he was to invest some \$20,000,000 of his own fortune in building the Virginian Railway as the culmination to his fantastic business career.

When news reached Fairhaven in 1861 that huge fortunes were being made in the newly-discovered oil fields of Western Pennsylvania, Rogers' imagination was stirred. Restless, adventurous and with an ever-present desire to achieve great success, he headed with his boyhood friend, Charles P. Ellis, for Oil Creek, Pennsylvania. He was aided in his decision by Abbie Gifford, daughter of a whaling captain, and his childhood sweetheart, Rogers had toyed with the idea of entering the war, just then breaking out.

Rogers and Ellis were able to put together \$1,800 and with it they built a refinery in the Oil Creek area and for a few years they prospered. In the first year, they divided \$30,000 between them and Rogers returned to Fairhaven in 1861 to marry Abbie and take her to the Pennsylvania oil fields.

Charles Pratt, a dealer and refiner of oils, contracted for the entire output of the Rogers and Ellis refinery at a fixed price. The price of crude oil, however, skyrocketed and in trying to fulfill their contract, the partners went broke and actually in debt to Pratt for several thousands of dollars.

Rogers assumed the obligations of the firm and so impressed Pratt that he was offered a job in the latter's company.

Rogers became invaluable to the Pratt organization and as a reward for his services, was given an interest in the business. In 1869, Rogers invented a cheap method for separating naphtha from crude oil and two years later was granted a patent.

At first Rogers and Pratt opposed the growing power of John D. Rockefeller and the Standard Oil Company but by 1874 recognized the futility of this resistance and the Pratt refining company merged with the Standard Oil. Rogers and Pratt became members of Standard's inner circle. Rogers was 31 and already building a tidy personal fortune.

THE BIRTHPLACE of Henry Huttleston Rogers on Middle Street as it appeared in 1908. The building, somewhat remodeled, still stands.





ABBIE GIFFORD ROGERS

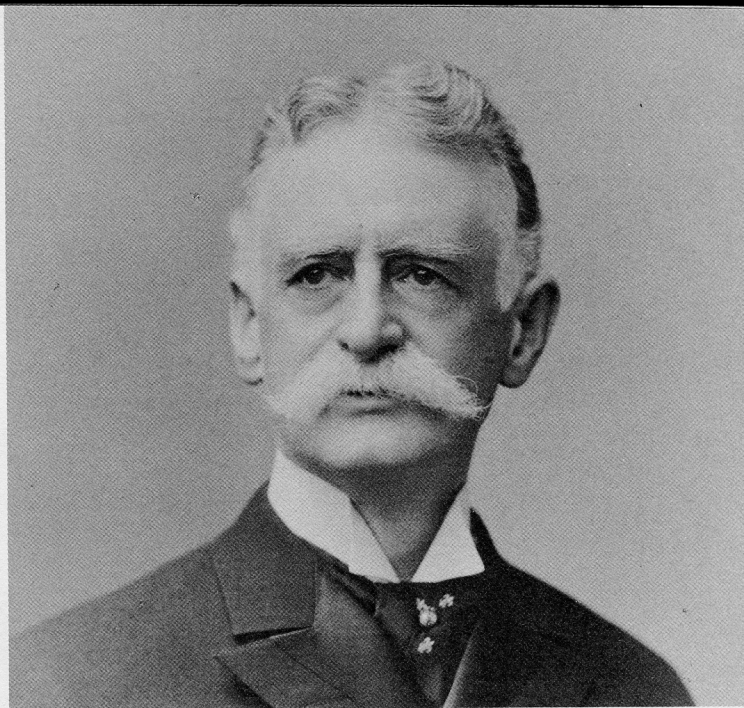
Rogers was made chairman of Standard's manufacturing committee, and later a trustee of the company. Elected a Standard vice-president in 1891, he was responsible for many of the Standard Oil Company's achievements during these early years. But perhaps his greatest contribution was his idea of transporting crude oil cheaply by way of long pipelines directly from the oil fields to the coastal refineries. His organization of the National Transit Company, the pioneer in this field, confirmed the merits of this concept.

Ever restless and eager to meet new challenges, Rogers in the 1880s began investing his money in gas, copper, coal, steel, banking and railroad issues. Under his aegis, the Consolidated Gas Company was formed in 1884. In the 1890s, he invested in the Anaconda Copper Company and in 1899, he was instrumental in forming the first \$75,000,000 section of the gigantic Amalgamated Copper trust. Rogers also played an important role in organizing the U.S. Steel Company in 1901 and was elected one of its directors. In his later years he turned to railroads and the construction of the Virginian Railway was to climax his career.

The outside world knew the dashing, handsome Henry Rogers as a brilliant, tough, firm, hard-headed businessman. His friends and family and the town of Fairhaven remember him for his warmth, his friendliness, his kindness and his generosity.

All his life he retained a sentimental fondness for his birthplace and his benevolences exist at every hand. Rogers made his first gift to the town in 1885, when he was 45 years old. That was the Rogers School. He was to continue the stream of gifts that must have drawn millions from his fortune — until shortly before his death.

He paved town streets (he was superintendent of streets in 1896 and while he held office the town's streets were so improved at so little cost to the residents, it is almost a certainty Mr Rogers paid for the work himself), built schools, town hall, library, a church and parsonage, a hotel, drained a swamp and created a park, constructed a water system with profits



HENRY HUTTLESTON ROGERS

designed to support the library and bought and merged companies into an industry that would give employment to town residents.

His gifts, many took years to complete, came like this. Rogers School (1885), Millicent Library (1893), Water System (1893), Town Hall by Mrs. Abbie Rogers (1894), Masonic Building (1901), Cushman Park by draining and filling Mill Pond (1902), High School (1904), Unitarian Memorial Church and Parsonage (1905).

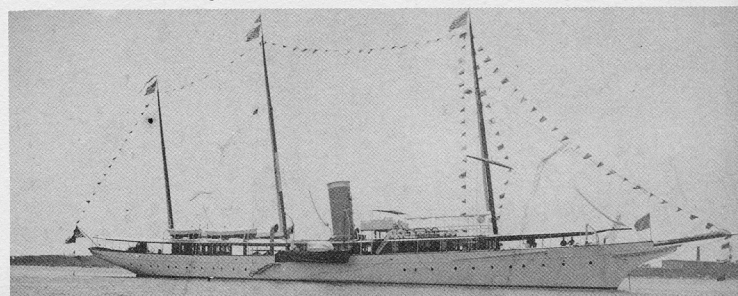
Rogers still is remembered by many a resident as is his yacht, the huge *Kanawha*, the fastest in the world at that time, that used to put into the harbor when her owner was in the area on a visit. One of the more frequent visitors with Rogers was his great friend, Mark Twain. It was Rogers who had come to Twain's rescue when the latter's publishing house failed and who kept a sharp eye on Twain's resources during the remainder of his years.

Twain made one of the principal speeches at the dedication of Town Hall and introduced Rogers to Helen Keller while she was in her teens. Impressed with her courage, Rogers arranged to pay for her education at Radcliffe College and made additional contributions for her support throughout the remainder of his life.

Skilled, brutal, ruthless when with his fellow lions of Wall Street, Rogers also could draw such praise as this from the pen of Elbert Hubbard.

"Rogers had the invincible heart of youth. He died as he had lived, always and forever in the thick of the fight. He had that American trinity of virtues. Pluck, push and perseverance. Courage, endurance, energy, initiative, ambition, industry, good cheer, sympathy were his attributes."

THE "KANAWHA" fastest yacht in the world, as she lay at anchor in the harbor awaiting Mr. Rogers for a conference or a cruise.



Houses Become Homes and Make a Town

FAIRHAVEN, of 150 and more years ago, was nearing the peak of whaling wealth. Homes of captains and merchantmen rose from the waterfront and gave grace and beauty to the town. Some remain, some have changed, some are gone. On the next four pages are some of these touches of the past.

Glimpses of the parlors in the H. H. Rogers mansion show how informal, yet comfortable, were the furnishings arranged in the country house of that day. Art objects, paintings, fine rugs and handsome wallpaper were backdrops for the intermingling of furniture from various periods.



This little two-story schoolhouse on the south side of Washington Street between Main and William, probably dates to pre-Revolutionary War days. It was used for small, private classes, probably with boys on one floor and girls on the other. A guess is the building was built by Mrs. Job Stevens, who owned the house west of it and the adjoining land.

This homestead on the east side of Walnut Street, between Center and Washington, occupies half a block and was the family residence of the Delano family. It was built by the man who was to be great-grandfather to President Franklin Delano Roosevelt and was to be used as the family home for 110 years. In 1942, sections of the house were separated and moved to other parts of the estate to serve as separate dwelling units.



When the Fairhaven Branch Railroad was built, several houses were moved or razed to make way for the tracks. This is one of them, built about 1672.



To this home, built 1780 on Sconticut Neck off a lane now known as Raymond Street, Captain William Whitfield brought the Japanese fisher boy he had rescued in the Pacific. For this was the home Captain Whitfield acquired on his return from sea about 1842 and married again. Manjiro Nakahama lived here about five years before returning to Japan.

THE BENNETT HOUSE. Luxurious homestead built by Captain Thomas Bennett in 1810. He served in the famous Liverpool packets, and brought home beautiful furniture and works of art from all the ports of the world. Still standing in its original place on Main Street north of Poverty Point, in Fairhaven, it now is an apartment house.





THE NYE HOUSE. Third house north of the bridge on the bank of the Acushnet River, it was built in the mid-1800's by Joseph K. Nye next door north of the home of his father, William F. Nye, one of the foremost refiners of whale oil.

This house was built by Ezekiel Sawin about 1820 at the northwest corner of Middle Street at Center St. It is still standing today (1962), four-square, of early Massachusetts style, with overtones of Georgian influence. Mr. Sawin, ship chandler and agent, never attained great wealth, but was of good family and highly regarded for his fairness, honesty and imagination in business and financial affairs of the day.



A typical New England farmhouse surrounded by fine gardens, barns and pasturelands, this was the homestead of Edward F. Dana. He was a founder of the Bristol County Farmers Club. Mr. Dana was the personification of the New England farmer. The house was torn down in December, 1959.

When the 86½-acre tract was sold by the Rotch heirs in 1831, Mr. Sawin, that year elected first president of the Fairhaven Bank, purchased the land at what is now the southwest corner of William and Washington Streets and built the so-called Weston Howland mansion. Here he lived with his family for many years. (He died in December, 1870, aged 78.) Weston Howland purchased the property in 1867.

Most recent owner of the first Sawin house was the late Edson S. Cowen, who died in 1961



Known to today's residents as the Marston House, this residence on east side of Main Street, north of the high school, was the boyhood home of Joseph Bates, who founded the Seventh Day Adventists. It is a mecca for members of this denomination to this day.

John Howland built this house about 1815 at Coggeshall and Main Streets. At the time it was built, Main Street did not go all the way through and a lane led down the hill to the Indian crossing of the Acushnet River.



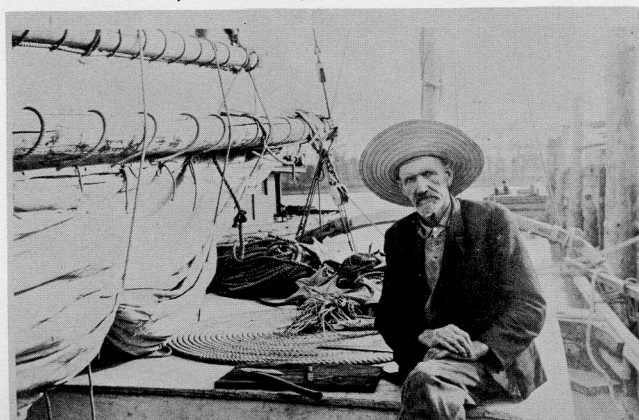
Pick A Date

ONE segment in the patchwork quilt of the unfinished history marked "United States of America", stands out brighter than the rest Fairhaven, Massachusetts.

A favorite place of the Indians since long before the Pilgrims came in 1620, its historic threads go back to 1621 when the first settlers made their first visit to Pokanoket (now Bristol, R.I.), seat of Massasoit, great sachem of the Wampanoag tribes. The area called Old Dartmouth was purchased from his son, Wamsutta, in 1652, and in 1660 John Cooke, who came in the *Mayflower*, settled at Oxford.

- 1662 Wamsutta died; succeeded by his son, Pometacom (King Philip).
- 1675-76 King Philip's War, after which the remaining Indians from Sippican to Dartmouth were given "reservations" in charge of Pentonowowett. One reservation was on Sconticut Neck.
- 1685 Bristol County incorporated, with the county seat at "Bristol" (Pokanoket), now part of Rhode Island.
- 1680 Captain Thomas Taber, son-in-law of John Cooke, built a house off North Main Street.
- 1695 Large tract called Dartmouth now owned by 56 proprietors; John Cooke died, last of the men who came in the *Mayflower*.
- 1700 Tract of land between Oxford Village and Washington Street sold to Philip Taber by William Wood.
- 1775 Old Fort Phoenix built.
- 1778 Town invaded by the British following the sack of New Bedford.
- 1781 Fort ruins at Nolscot Point rise again as Fort Phoenix.
- 1790 Land purchased for a meeting house.
- 1792 A tide mill built near the mill dam, on the Herring River.
- 1794 Congregational Meeting House erected.
- 1795 Fairhaven and Oxford villages connected by a bridge across Herring River; Main Street laid out to North Street. The next year, a toll bridge authorized between New Bedford and Fairhaven.
- 1800 The Fairhaven Academy, incorporated in 1798, opens for instruction.
- 1801 Toll bridge opened for travel.
- 1804 Shipbuilding below the bridge began, same year that bridge to Crow Island was authorized.
- 1807 Storm partly destroyed the toll bridge, which was rebuilt.
- 1810 Deed to land at Oxford Village refers to "Poverty Point" for first time.
- 1812 Young America at war with England, and Fairhaven (including Acushnet) separates from New Bedford for divergence of views.
- 1815 Toll bridge swept away and all town records lost in a violent storm and part of Freetown annexed to the Town of Fairhaven.
- 1817 Old Burying Ground (now Willow Park) becomes a public cemetery.
- 1820 First Post Office in Fairhaven is established, population 2,733; Spring Street laid out from Adams to Main.
- 1826 First physician establishes his office in Fairhaven.
- 1828 A library established in the town, in same year the stone schoolhouse at Oxford was built.

CAPTAIN JOSHUA SLOCUM is shown in the "Spray" prior to setting out alone from Fairhaven on a cruise that would take him around the world. The trip took three years from 1895 to 1898.



- 1830 Methodist Chapel erected on Main Street; Fairhaven Bank chartered.
- 1831 Fairhaven Insurance Company organized, Long Plain boarding school opened.
- 1832 Washington Street Baptist Church dedicated, the Rotch land was being sold, Washington and Union Streets were laid out from Main to Green, and William Street from Spring to the old Burying Ground. Wing's Hotel was opened, Warren Delano advertised his Middle Street residence for sale, a Seaman's Friend Society was organized and the cannon captured at Nassau was dismounted and placed muzzle down at the Four Corners. Fairhaven had its first fire January 9 of that year.
- 1835 Candle Works erected at the head of Middle Street two years after ferry service was inaugurated between Fairhaven and New Bedford.
- 1836 Part of Rochester annexed.
- 1838 Pease School district organized and proposals for an engine house were solicited.
- 1840 January 29, Henry H. Rogers born.
- 1841 Meeting house erected at Center and Walnut Streets, same year that the Academy Building, unused for several years, was sold to abutting property owner John A. Hawes, Jr. and Captain William Whitfield rescued the Japanese fishermen in the Pacific, bringing one home with him.
- 1842 First sidewalk, of planks, erected at Mill Bridge.
- 1843 The Grammar School established, a Town House erected north of Woodside Cemetery, the Cotton Mill was built.
- 1844 Laying of the cornerstone of the "Brick" church.
- 1845 With the passing of whale oil, discovery of petroleum and the advent of steam, coal sheds were erected on Fish and Robinson's Wharves.
- 1848 The "Brick" church was dedicated and the next year, the old Congregational meeting house was sold at auction. The Beacon erected at Fort Phoenix.
- 1849 Friends Meeting House erected.
- 1850 Population 4,304; Riverside Cemetery consecrated and Mary E. Delano, 15, the first to be buried there.
- 1852 Old Burying Ground loses 22 feet to make way for railroad tracks, first high school was inaugurated and Dr. Isaac Fairchild became a resident physician.
- 1853 Phoenix Hall was created and the omnibus line went into operation.
- 1854 Fairhaven Branch Railroad constructed, the steam engines fired by wood.
- 1855 Martha Simon, last of the Cushenas of the Wampanoag Tribe of Indians, died at the old alms house near block-house site on Howland Road; maps of the town were printed and sold, the tax rate was \$5.70, population 4,692.
- 1857 The fire engine "Contest" arrived.
- 1858 The Town House, the windmill at Oxford and the railroad station were destroyed by fire.
- 1859 A watch house erected, kerosene lamps on iron posts are approved for street lights, the tax rate was \$6.20, the railroad station again destroyed by fire and this time replaced by a brick structure.
- 1860 Acushnet separates from Fairhaven, the tax rate was \$8.50, population 3,118, the ferryboat *Fairhaven* was sold.
- 1861 Post Office site for next 33 years at Center and William Streets, Boston and Fairhaven Iron Works Company established, William P. Jenney place sold at auction.
- 1863 Isaac Terry bought land for \$195 on west side of Walnut Street north of the Unitarian Church (now the Fairhaven Boys' Club).
- 1864 Rodman property purchased by the American Nail Machine Company, the National Bank of Fairhaven was organized and the Iron Works built a spur track to connect with the Fairhaven Branch Railroad.
- 1865 The Civil War in its fourth year, a new magazine was completed at Fort Phoenix, and Laura Keane, the famous actress, purchased the "Kempton Farm".
- 1866 The Advent Church (Sawin's Hall) was dedicated.
- 1867 Weston Howland purchased the mansion of Ezekiel Sawin, Phineas Merrihew bought the William P. Jenney Mansion and the Daggett place was purchased by the Rev. Frederick Upham, D.D.
- 1868 The soldiers' and sailors' monument was dedicated to the Civil War dead at Riverside.



CENTRE METHODIST CHURCH aglow in savage fire of January 1946 that destroyed the building.

- 1869 The gale that blew down the spire of the Congregational Church swept the bridge away.
- 1870 Rebuilt, the bridge became a free bridge; Bartholomew Taber's house at Oxford burned down, the tax rate was \$14.
- 1871 Heirs of Levi Jenney sold to William N Alden the property at the northwest corner of Main and Washington Streets, and Isaac N Babbitt, Jr. bought at auction for \$1,940 the Sylvanus Allen house on the east side of Fort Street, south of Church Street.
- 1872 The New Bedford and Fairhaven Street Railway constructed; the old Proctor house was purchased by Captain Charles C. Harris (remained in the family until demolished in 1932), the barracks at Fort Phoenix was set afire.
- 1873 Laura Keene died, the ferry was discontinued, the tax rate was \$15.50.
- 1874 Concordia Lodge was instituted, Walter P Winsor was elected cashier of First National Bank of New Bedford.
- 1875 The artist Charles H. Gifford built his house on the south side of Lafayette Street and Reuben Fish, ship-builder, died.
- 1876 Three of the cannon from Fort Phoenix were given to Cambridgeport by the U.S. Government and Fort Phoenix was abandoned, the tax rate was \$16.25.
- 1877 New quarters of National Bank of Fairhaven opened.
- 1879 Tax rate \$15, first copy of the Fairhaven Star published February 18.
- 1880 The telephone system put into operation in Fairhaven.
- 1881 The sexton's house erected at Riverside Cemetery
- 1882 Fairhaven Improvement Association established and the old cannon placed at the Four Corners for a second time, Henry Rogers bought land for the Rogers School, the brick sidewalk was removed from around Phoenix Block, the stone addition was built at the American Tack Works, a turnout for horse cars was south of Washington Street on Main, the tax rate was \$14.50.
- 1883 The Improvement Association erected six bathhouses at the foot of Pease Street and the Fairhaven Star was established in a building moved from Middle Street to 70 Main Street.
- 1884 H. H. Rogers bought the estate at Fort and Cedar Streets.
- 1885 The Rogers School dedicated and opened, there were four in the high school graduating class and the population was 2,880.
- 1886 The car tracks were extended along Main Street to Fort Phoenix at the south and to Riverside Cemetery at the north.
- 1887 A shoe factory was erected, there was a fire at the Fairhaven Iron Foundry the *Star* was printed by steam press, and a turnout was made on the Mill Bridge.
- 1888 The Fairhaven Water Company was incorporated; Dr. George Atwood died.
- 1889 George H. Tripp purchased the Peleg Gifford house (had belonged to his wife's parents; now 115 Green Street), houses were lighted by electricity, there were three graduates at the high school, proprietors of Nasketucket Cemetery incorporated.
- 1890 A superintendent of streets was appointed, the Coggeshall Street bridge opened, Linden Park purchased from the Hawes Estate.
- 1891 Millicent Library cornerstone laid, Hathaway's paint shop erected over the Mill Pond, Green Street extended from Spring to Bridge, Atlas Tack Corporation formed.
- 1892 First Street directory for Fairhaven, Coggeshall Street bridge completed, cornerstone of Town Hall laid.
- 1893 Fairhaven Water Company buildings erected, Millicent Library, gift of H. H. Rogers dedicated, the foundry moved to Granite Wharf.
- 1894 Alms House erected at Sconticut Neck, Rogers Summer home burned, two graduated from high school, new town hall, gift of H. H. Rogers, dedicated February 22, 1894.
- 1895 Electric cars in Fairhaven, Burial Hill graded and monument to John Cooke erected, palatial Rogers residence completed, Joshua Slocum starts his trip around the world alone in the *Spray*.
- 1896 Candle Works demolished at head of Middle Street, and stone used to rebuild Delano Wharf, a new ferryboat *Fairhaven* launched.
- 1897 First Episcopal service held in the town.
- 1898 Fire alarm system installed by Clifton A. Hacker.
- 1900 Bath houses of Fairhaven Improvement Association moved from Pease Street to Fort Phoenix, Jenney House oldest in town, torn down.
- 1901 Beginning of Rural Free Delivery, the water tower collapsed, H. H. Rogers presents the Masonic Building to the Free Masons.
- 1902 Old building of the Unitarian Church turned over to town for Washington Street School.
- 1903 H. H. Rogers donated \$5,000 toward cost of additions to Parting Ways School in Acushnet.
- 1904 Typhoid fever hits Fairhaven, Unitarian Memorial Church dedicated in October, gift of H. H. Rogers in memory of his mother.
- 1912 Fairhaven observes its centennial year, the Fairhaven Colonial Club organizes as Colonial Dames, the Academy Building purchased by H. H. Rogers from Hawes estate and moved to back lawn of F.H.S., also his gift to the town; the new bridge is begun.
- 1916 Dr. Fairchild died, engine house of the Fairhaven Branch Railroad was razed.
- 1924 William H. Bly, town clerk, died in office; East Fairhaven School was built by F. E. Earle, there was a wild line storm and gale in August.
- 1929 Railroad passenger station torn down.
- 1938 Destructive line storm of September 21 reaches hurricane proportions with tidal wave, Beacon at fort washed away from place on site of first fortification.
- 1945 The "Ark" built in 1889 as Bauldry's Stable, collapses at site on edge of Cushman Park (former Mill Pond.)
- 1946 Centre Methodist Church burned, Keith Theater badly damaged by fire.
- 1959 State acquired Fort Phoenix Properties from Fort Phoenix reservation to Boulder Park as a State Park.
- 1961 State demolishes Beacon Villa, erected by Union Street Railway in early 1900s at cost of \$90,000. Augustus Xavier and Charles W. Knowlton, assessors, died in office.
- 1962 Michael J. O'Leary town clerk and treasurer, dies suddenly in office, in January. February 22, Founders Day observed; July 22-29, Fairhaven Sesquicentennial anniversary observed at week-long program; bath houses at Fort Phoenix Beach demolished by State authorities.

RIPPED BUILDINGS and wrecked ships mark the Hathaway-Braleigh Wharf after the hurricane of September 1954.



SESQUICENTENNIAL

SATURDAY, JULY 21

"SCONTICUT INDIAN DAY"

- 1:00 p.m. _____ **Nautical**
Austin Skinner, co-ordinator
Harold Pierce, chairman
Paul Despres
Miss Allie Lou Rex
- 2:00 p.m. _____ **Marathon—Fairhaven Stadium**
Varsity Club
- 8:00 p.m. _____ **Queen's Ball—Town Hall**
Mrs. Del Bisbee
- 10:00 p.m. _____ **"Queen of the Sesquicentennial"**
Mrs. Stephen Blodgett
-

SUNDAY, JULY 22

"JOHN COOKE DAY"

- 10:30 a.m. _____ **Union Service**
First Congregational Church
Rev Roland C. Marriott
- 12:00 noon _____ **Fireman's Muster Parade**
- 1:00 p.m. _____ **Fireman's Muster**
Junior High School
- 7:30 p.m. _____ **Concert—Band Shell**
Fairhaven High School Band
Lancers — Barbershop Quartet
Choral Group — Our Lady's Haven
- Essay Contest Winner Announcement**
-

MONDAY, JULY 23

"CAPTAIN ALEXANDER WINSOR DAY"

- 10:00 a.m. to 4:00 p.m. _____ **Youth Day**
Youth activities at Library, Fort Phoenix
Junior High School and playgrounds
- 7:00 p.m. — 10:00 p.m. _____ **Block Dances**
Improvement Association
- 8:45 p.m. _____ **Sea Scallops and Sea Scalloping**
Col. Eugene S. Clark, Jr
Union Wharf
-

TUESDAY, JULY 24

"CAPTAIN WILLIAM WHITFIELD DAY"

- 10:00 a.m. _____ **Tour of Historic Homes**
Mrs. Mary Morris
- 10:00 a.m. — 4:30 p.m. _____ **Historical Memorabilia Exhibit**
Miss Rita E. Steele
- 2:00 p.m. — 4:30 p.m. _____ **Tea**
Unitarian Memorial Church
- 7:30 p.m. _____ **Pageant**
Cushman Park

ACTIVITIES

WEDNESDAY, JULY 25

"HENRY HUTTLESTON ROGERS' DAY"

- | | |
|-----------------------------|--|
| 9:00 a.m. — 5:00 p.m. _____ | Industrial Open House
Earl Holden |
| 2:30 p.m. _____ | "Down to the Sea in Ships" |
| 8:00 p.m. _____ | Whaling Panorama
Keith Theatre |
| 8:00 p.m. _____ | Square Dancing—Livesey Park
Jim Taylor |

THURSDAY, JULY 26

"CAPTAIN WARREN DELANO DAY"

- | | |
|-------------------------------|---|
| 10:00 a.m. to 6:00 p.m. _____ | Old Fashion Bargain Days
Brothers of the Brush |
| | Films at Library,
Water Safety at Fort Phoenix,
Doll carriage and bicycle parades,
baby beauty contest,
Little League All-Star Game |
| 7:30 p.m. _____ | Pageant
Cushman Park |
| | Art Show—Rogers School
Mrs. Howard C. Renfree |

FRIDAY, JULY 27

"CAPTAIN JOSHUA SLOCUM DAY"

- | | |
|-----------------|--|
| 6:30 p.m. _____ | Donkey Ball Game—Stadium
Harry Young |
| 8:00 p.m. _____ | Costume Ball
Town Hall |
| | Art Show—Rogers School |

SATURDAY, JULY 28

"FORT PHOENIX DAY"

- | | |
|------------------|---|
| 10:00 a.m. _____ | Nautical—Fort Phoenix |
| 2:00 p.m. _____ | Beard Contest
Band Shell Cushman Park |
| | Art Show — Rogers School |

SUNDAY, JULY 29

"WILLIAM BRADFORD DAY"

- | | |
|-----------------|--|
| | Church Services |
| 1:00 p.m. _____ | Parade
Start — South and Main Sts. north
on Main to Howland Rd., east to
Adams St., south on Adams to
School and east to Junior High
School. |
| 7:30 p.m. _____ | Concert — Cushman Park
St. Mary's Church Choir
Junior Choir, First Congregational Church
Choraliers, Fairhaven Junior High
Organ, Bruce Renaux
Harpoon Harmonizers |
| | Art Show — Rogers School |



SESQUICENTENNIAL

"Fairhaven's Story: A Proud History"
Living Pictures of Stirring Events

7:30 P.M. at Cushman Park

Written and directed by Mary

1. GOSNOLD LANDING AT CUTTYHUNK
2. ARRIVAL OF "MAYFLOWER" AT PLYMOUTH
3. THANKSGIVING FEAST AT PLYMOUTH
Signing of Land Grant
4. JOHN COOKE'S GARRISON
King Phillip's War
5. DEFENSE OF FORT
Nobscot Point
6. CONGREGATIONAL CHURCH ESTABLISHED
7. INCORPORATION OF TOWN OF FAIRHAVEN
First 4th of July Celebration
8. WHALING DAYS
9. CIVIL WAR
Farewell to Troops
10. CAPTAIN JOSHUA SLOCUM
Farewell to "Spray"



An original sketch by Milton K. Delano of the "Massachusetts"

ANNUAL PAGEANT

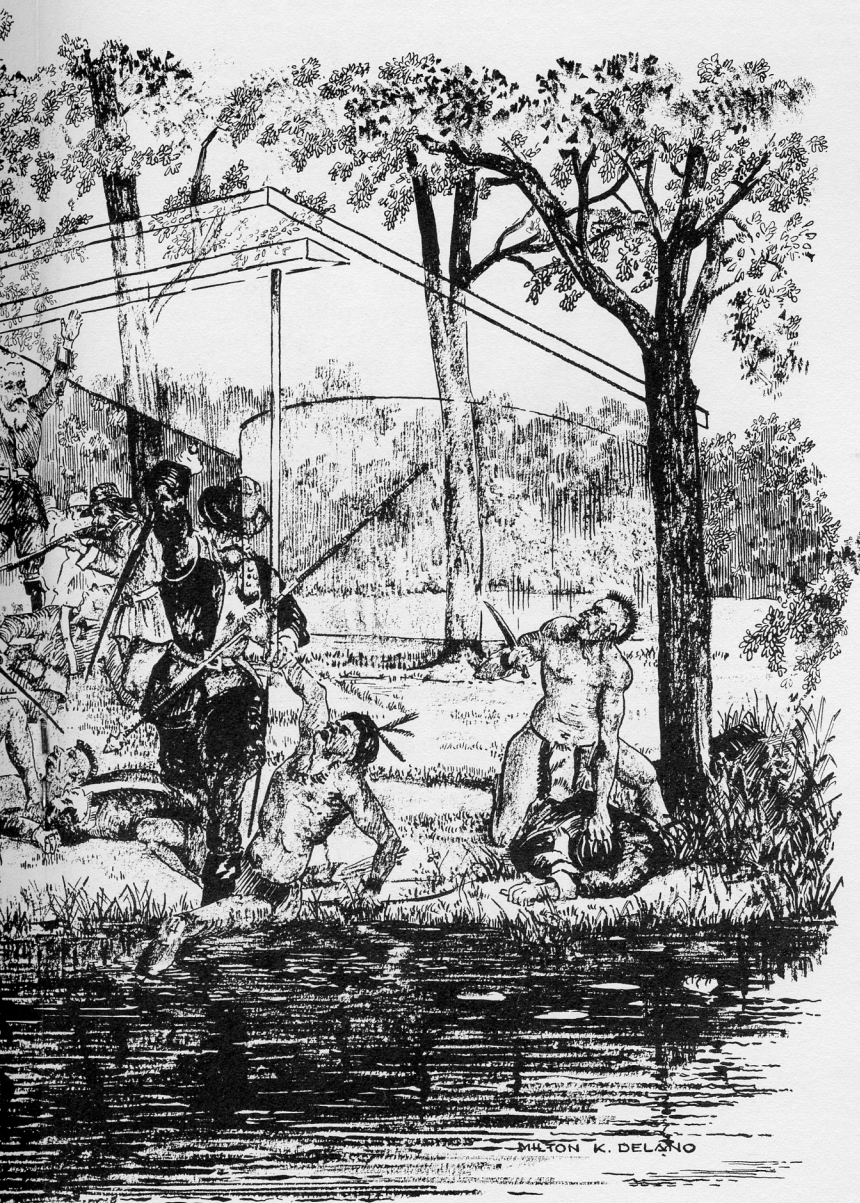


"A Glorious Past and a Hopeful Future"

Events from Fairhaven's Past

Park — July 24 and 26, 1962

Mary Smith and Ellen Downey



"Massacre at Mill Pond" during the King Phillip War

11. HENRY HUTTLESTON ROGERS

12. MILLICENT ROGERS

13. HELEN KELLER

14. ROGERS SCHOOL

15. MILLICENT LIBRARY

16. TOWN HALL
Mark Twain

17. UNITARIAN MEMORIAL CHURCH

18. FAIRHAVEN HIGH SCHOOL

19. DEDICATION OF THE HENRY ROGERS
MONUMENT

20. PRESENTATION OF THE SAMURAI SWORD

21. THE LORD'S PRAYER
Indian Sign Language



POSING in all their finery, these gentlemen of the brush are first row, left to right, Manuel Avilla, Frank Botelho, Daniel DePina, James Hanalon, Joseph Costa, Roger Pinard, Charles Barrows, Donald Bourque, Henry Porrier, George Rebello, Harry Young, co-chairman; second row, Walter Manchester, Carl Coates, Kenneth Sisson, Anthony Silva, Louis Correia, Manuel Correia, Jesse Andrade, John Roderiques, Frank Correia, Ronald Silva; third row, Edmund Small, William Rogers, Ernest Lizotte, William Condon, Ronald Correia, Joseph Pillar, Richard Ryan, John McLeod, Joseph Costa; fourth row, Henry Alves, Art Valada, Donald Francis, Edmund Francis, Raymond Margeson, Preston Bouchard, Antone Medeiros.

A Touch of the Past

THE gentlemen shown above are more than just some "window dressing" for the Sesquicentennial Celebration that will be under way in the town from July 22 to 29.

For months, in preparation for their big week, they have been meeting, planning activities, purchasing clothes of a long-neglected era, and warming to their programs with "runs" in hospitals, homes for the young and the elderly and bringing a bit of joy to shut-ins wherever they could find them.

Growing the beards was one thing, and a bit of courage it took to face the barbed cracks of friends and neighbors. But more than beards were needed. So at their own expense, they have become in clothes and manner "Brothers of the Brush"

A fraternity of 60 members, they range in age from 20 to 65. They have, in groups—sometimes small, sometimes large—visited friends in St. Luke's Hospital, entertained at St. Mary's Home in New Bedford (where they sang, danced and played games with the children), at Our Lady's Haven, King's Daughters' Home and even gone as far as Cambridge to spread word of the sesquicentennial celebration and a bit of cheer at the same time.

Co-chairmen are Harry L. Young, Jr., and George Rebello. It is expected that during the sesquicentennial week, they will hold Kangaroo Court and add a bit of humor to the week long celebration. Beards will be judged July 28; some members say they won't shave until after Labor Day. Silver cups will be awarded for best beard, most original beard, fullest beard, longest beard, most humorous beard and the thinnest beard.

A QUEEN THERE WILL BE

Unfortunately, this booklet had to get to press before the Queen of the Sesquicentennial could be selected. This crowning will take place at a formal ball the night of July 21 in the Town Hall and the young lady selected will preside at all festival activities. She also will receive gifts from merchants and from the town.

There were 20 contestants, between the ages of 16 and 21. First event for the girls was a tea July 15 at the First Congregational Church.

These were the contestants: Kathryn Lawton, 52 Rodman Street; Kathleen Rioux, 117 Pleasant Street; Ann-Margaret Rezendes, 64 Elm Avenue; Martha Moseley 30 Linden Avenue; Carol Olsen, 6 Raymond Street; Barbara Joyce Parker 9 Paul Street; Maureen Cunningham, 65 Larch Avenue; Gail Feener, 21 Temple Place.

Also, Hope Macomber 86 Chestnut Street; Loretta Ann Medeiros, 318 Alden Road, Judith Ann Wordell, 27 Highland Avenue; Sandra Lynne Hansen, 56 Church Street; Betty Marie Brand, 60 Ocean Avenue; Ruth Medeiros, 125 Main Street; Norma Carruth, 150 Chestnut Street; Donna Jean Rogers, 40 Hedge Street; Laurel Gallop, 119 Laurel Street; Deborah Wing, 29 Washington Street; Bethany Hawes, 92 Green Street; Sallyjane Andrews, 31 Linden Avenue.

CAPSULE PLANNED

A time capsule is to be placed in an appropriate spot in town, filled with typical items of our day for opening probably a hundred years hence.

There were rumors, never confirmed, that a capsule had been buried 50 or more years ago and was just waiting to be dug up and have its past exposed.

But things are more firm with the 1962 edition. It awaits only time, place and packaging.

With Thanks To The Many

NO booklet of this size can be a complete account of the more than 300 years of Fairhaven's history. Even the glimpses here of some of the outstanding events are possible only because of the combined efforts of many persons.

First, a bow of apology to those who notice persons and events that should have been included or individuals that should have been consulted. Time and space are stern barriers.

For what is here, a bountiful expression of thanks:

To the young men and young women in the Fairhaven school system, especially in the high school Class of '62, for much of the background material. A group of students under the direction of MRS. MABEL H. KNIPE, head of the English Department, in the term just completed prepared and delivered a number of short talks on a half-dozen phases of Fairhaven's history. This group spoke to clubs, P-TA's, improvement associations—all setting the stage for the Summer celebration. Much of the material thus collected, especially the work of MARGARET HARRISON, is included in these pages.

To the art students at the high school who took part in the competition for a cover and especially to PENNY BAKER, 80 Chestnut Street, for having her work selected.

To the young people who took part in the slogan contest and particularly to JOAN LAVERDIERE of 11 Christian Street for the winning line that appears in the front of this booklet. Second place went to JUDY FURTADO of 26 Brown Street and third to LESLIE LITCHFIELD of 65 Gelete Road.

To HARRY BOOTH of 31 Hitch Street for submitting the best title for the pageant and to JUDITH ALMEIDA of 85 Coggeshall Street and DEBRA FARIN of 106 Washington Street for being second and third, respectively.

To MRS. ELWYN P. CAMPBELL, widow of the well-known educator whose feelings for Fairhaven are so well expressed in the verse that concludes this booklet.

To MRS. ESTHER WETMORE LIVESLEY Fairhaven artist, for the design of the sesquicentennial seal that so effectively sets the stage for celebration activities.

To MISS ELIZABETH I. HASTINGS who has lived and worked with this project for more than two years, seeing in it a means of stimulating Fairhaven's pride in its past.

To MISS RITA E. STEELE for time and effort, in research and for making available, at odd hours of day and night, the full facilities of Millicent Library.

To REGINALD HEGARTY for invaluable historic material from his own files, in addition to his digest on Fairhaven's whaling days.

To EVERETT S. ALLEN, speaker at "Founders Day" exercises in the town hall, February 22, 1962, for expansion of his talk into a special section for these pages.

To MRS. MARION MITCHELL for the labor in preparation of that portion of this booklet dealing with the town today.

To ROBERT BARCELLOS, a former Fairhaven resident, who researched and wrote the last 150 years of the town's history.

To THE STANDARD-TIMES for extensive material from its files and for unlimited use of photos.

To MRS. WILLIAM WALLBANK for preparation of a chronology and vast assistance in details of names and dates.

To EARL J. DIAS for a review of one phase of Fairhaven's interests.

To the POPE family for prompt and willing assistance in use of a valued genealogy.

To SHELDON HARRIS, an instructor at New Bedford Institute of Technology for use of material from files being used to prepare a book on the industrial career of Henry Huttleston Rogers.

To MRS. PRISCILLA HILLER of the English Department of Fairhaven High School for the history she compiled and for her steadfast interest in Fairhaven's development.

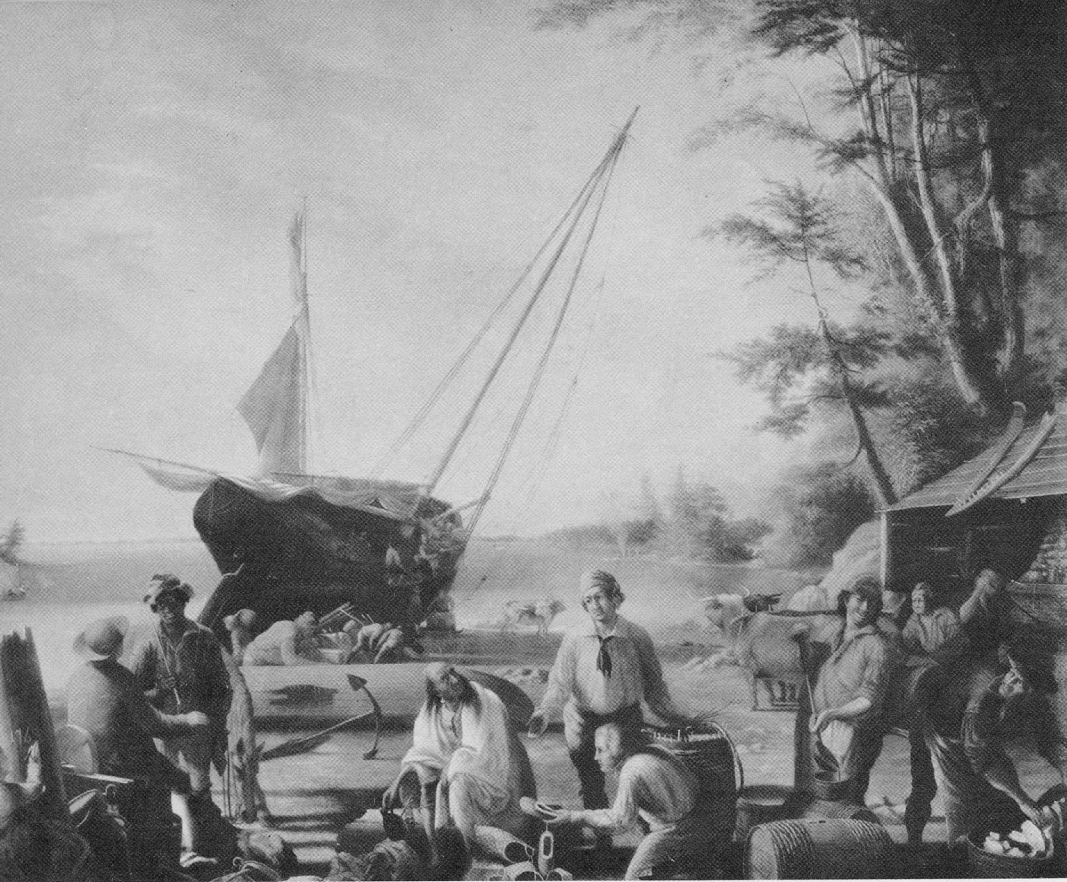
To 8th Grade pupils at Fairhaven Junior High, who under the direction of their teacher WILLIAM PICHE, created the Founders Day proclamation.

To the WING family ARTHUR F. PACKARD and MRS. FLOYD CARY for use of photographs.

To all of those who served on committees and to all of those who offered advice and counsel.

TOWN OFFICERS, 1910 — Principal officers in Fairhaven government in 1910 are shown here on the steps of the town hall. Front row, left to right, Spooner, Job C. Tripp, Montague, Miss Lucias, C. Harry Wilks, I. N. Babbitt; second row, John M. Stetson, Goodnow, Staples, Bouldry, S. Maxfield, Swift, a mail carrier and Mr. Hathaway.





The Birth of the Whaling Industry might have had the shores of the Acushnet River of almost 2½ centuries ago as its local. The painting by W. A. Wall hangs in the New Bedford Free Public Library.

Oil from the Sea

by Reginald Hegarty

A century and a half ago, Fairhaven was one with the tradition of "iron men and wooden ships." A small community hugging the Acushnet River, many of her citizens were more familiar with the vast reaches of the Atlantic and the Pacific than they were with the streets of their home towns.

For it was to the sea men were moving more and more in the hunt for whales, for adventure and for fortunes.

The industry started in Fairhaven in the early 1700s in that section of town extending from Bread and Cheese Road to present Washington Street. Records show that as early as 1743, sloops were being built in the Oxford section and in that year the Phoenix made a voyage with proceeds worth 916 pounds, 18 shillings and 4 pence—a tidy sum for that century.

On those early voyages, the blubber was brought ashore to try houses, one located near the south end of Cherry Street and the other near the northwest corner of Main and Washington Streets.

Just north of this latter site was the entrance to the Herring River better known as Mill Pond. Early sloops sailed into this inlet and loaded fresh water from a well attached to the John Milan home, located near what is now Walnut and Spring Streets. Mill Pond today is Cushman Park.

Oxford was a busy place in the latter part of the 18th Century and records indicate as many as three

vessels were under construction at one time in the yards there, while four or five others would be lying at the wharves for outfitting or repair.

Many are the familiar names associated with these early days of the industry—Bennett, Huddleston, Nye, Delano, Tripp, Eldridge, Jenney and Taber.

The budding industry was staggered a bit by the War of 1812 but the profits from the sea could be high and the adventure was great, so with the close of the war whaling moved into its finest period.

For a quarter century beginning about 1830, Fairhaven reached its peak in the whaling industry. Activity at times was so great it became difficult to obtain enough men to handle all the jobs on land and sea to keep the activity in full stride. In 1821, three vessels arrived in Fairhaven, in 1840, there were 44; in 1857 there were 55 with a tonnage of 16,840—the greatest single year in Fairhaven's whaling history.

Whaling was not all wealth and glory. In 1837 the *Clifford Wayne* was forced by mutiny to return home with a loss to owners of \$10,000; the same year, the ship *Oregon* was lost on a reef near Tahiti, in 1838, the ship *Pactolus* was burned in the Pacific and in 1842, Captain Norris of the *Sharon* was killed as natives tried to take over his ship in the South Pacific. Captain Jenney of the *Albion* was killed by a whale in 1844; in 1852, the *Heroine* lost her 2d mate and five crewmen during a heavy gale and in 1863, the brig *Pavilion* was lost in Hudson Bay with seven of her crew.

The year 1841 is an interesting and significant one in Fairhaven's whaling history. In January of that year Captain Pease took the ship *Acushnet* from harbor and aboard as a member of the crew was Herman Melville. From that voyage came *Moby Dick* and *Typee* and lasting renown for Melville, Fairhaven and the whaling industry. Melville roomed briefly on the Fairhaven waterfront prior to sailing with the *Acushnet*.

On Sunday June 27 of that same year Captain William H. Whitfield entered the following note in his log aboard the *John Howland* far out in the Pacific: "This day light wind from SE. Isle in sight at 1 p.m. Sent in two boats to see if there were any turtle, found five poor distressed people on the isle, took them off, could not understand anything from them more than they were hungry. Made the latitude of the isle 30 degrees, 31 m.n."

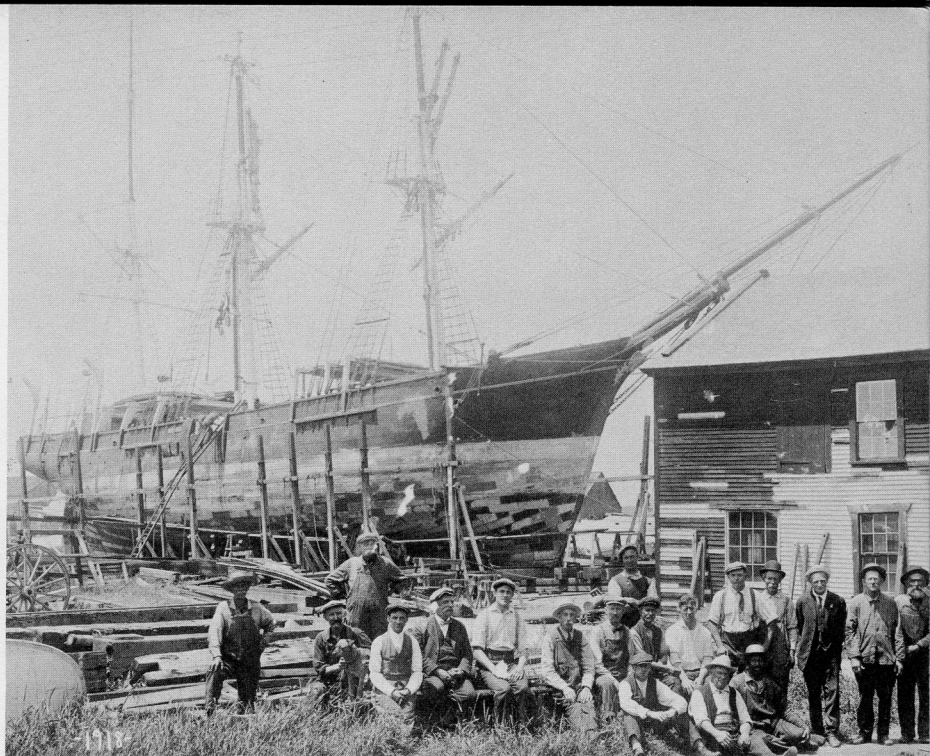
Thus did Captain Whitfield, a Fairhaven whaler change the course of history. The story of Captain Whitfield and Manjiro Nakahama is told elsewhere in this booklet.

The Civil War and the discovery of oil in the Pennsylvania mountains were twin blows from which the whaling industry never recovered.

More than 80 whalers, many of them from Fairhaven, were burned during the war by the Confederate raiders *Alabama*, *Florida*, *Georgia* and *Shenandoah*. In addition, the Federal government seized or purchased more than 45 ships, many of them whalers, to be filled with stone and to be towed to Southern ports where they were sunk in the hope of halting blockade runners. The famed 'Stone Fleet' was assembled in the harbor here and Yankee stone walls from miles around were leveled to fill the holds of the ships. The enterprise was not a sterling success.

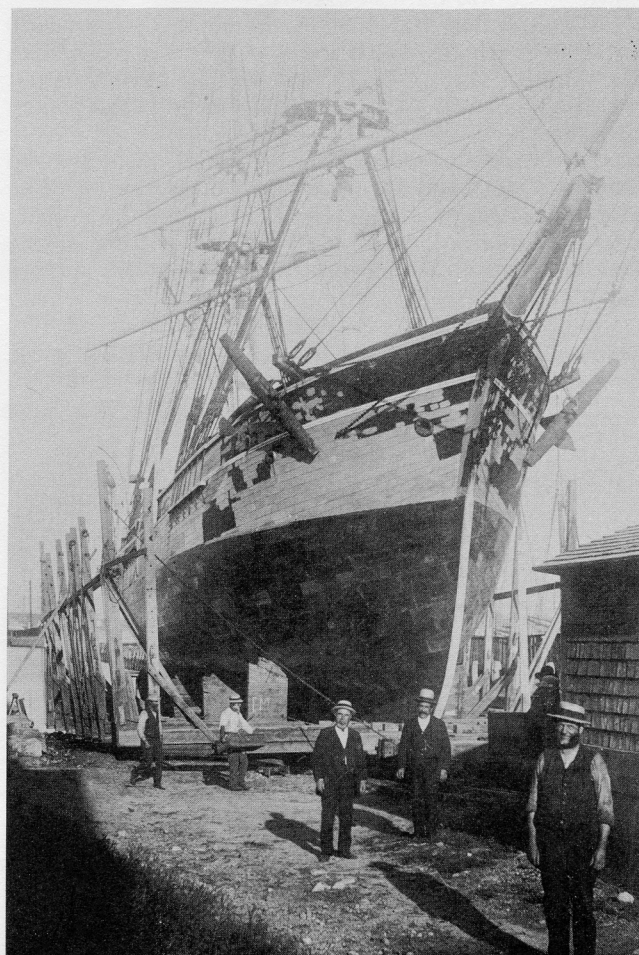
One of the last actions of the war involved the *Shenandoah* and the Fairhaven ship *Favorite* under Captain George F. Young. On June 28, 1865, the *Shenandoah* caught up with 14 whalers in the Behring Straits. Four of the ships were bonded to take on the crews of all the others and the raider set about the destruction of the remaining 10. Captain Young determined to fight, ordered every gun aboard loaded and had his men standing by to repel boarders. However the crew removed charges from the guns rather than fight and left the ship. Captain Young fought the raiders single-handed until knocked unconscious by the boarding party which then set fire to the ship. Some of Young's crew returned to pull him from the burning ship. Captain Young later became an assistant librarian for the State of Maine.

THE SHIP "GAYHEAD" undergoes repairs on the ways at Chase's Railway. The photo was taken about the time of World War I.



THE FAMED "WANDERER" is shown on the ways at Chase's railway, now Kelley's boatyard, on the Fairhaven waterfront. The photo was taken in 1918.

With the discovery of oil, new individuals came to power and from at least one of them Fairhaven was to receive greater benefits than from all the whales killed by all the whalers who ever sailed from her shores. But industry died slowly grudgingly. Sixty years were to pass after the Civil War before the last ship would sail. Whalemens' deeds live today in libraries and museums for most, but for some still it was a way of life of their youth. And through them, Fairhaven touches hands with its past.



Since We Became a Town

THE year 1812 marked for this nation the culmination in a lengthy and vigorous political storm that was packed with as much emotional fury on the banks of our own Acushnet River as on those of the Potomac.

In Washington, Congress declared war on Britain, an act which brought about the destruction of the capital, but united the feuding Federalist and Jeffersonian Republican factions in a common front to save the young republic. Locally Republicans in the eastern half of New Bedford announced their secession and the proclamation of a new town.

The formal establishment of the town which then included Acushnet, came on February 22, 1812. Levi Jenney and Eben Akin, Sr., were the first town clerk and tax collector respectively.

War was declared just four months later and the politically infant community became the scene of much activity. Both towns by their importance to the shipping industry were in strategic locations. Fort Phoenix again was garrisoned and two companies of militia were formed — a band of regulars with John Alden as captain, and the volunteers with Joseph Bates in command.

The early years of the town were marked by a slow but steady progress. Maritime industries such as shipbuilding and whaling grew to major importance during these years and the sea became the governing factor in the economic life of the town.

Annual town meetings from October 11, 1815 — the first on record — until 1832 were held in the old town house at Head-of-the-River from the latter date until 1843 in the Academy Building. In 1843 a new town house was built at Oxford.

Whaling dominated the economic scene from 1830 to 1860; Fairhaven outfitted and sent out more than 500 whaling ships. By 1838 it was the second largest whaling port in the United States. The town prospered.

Fairhaven's population rose from 2,733 in 1820 to 4,692 in 1855 when the town reached its apogee. The whaling industry began to decline after this date and the financial panic of 1857 and drilling of the first oil well in Pennsylvania darkened the picture further.

A rift was developing gradually between northern and southern districts of the town and in 1858 the town house in Oxford burned to the ground. The northern part seceded on February 13, 1860 as the town of Acushnet, claiming extent of territory inconvenience of attending town meetings and offices and that financial appropriations seemed to favor Fairhaven village.

At the outset of the Civil War Fort Phoenix again was put into use and from May to October 1861 it was occupied by the New Bedford Home and Coast Guard. But the importance of the old fort was contested by establishment in 1862 of Fort Taber at Clark's Point in New Bedford. The town offered 300 of its sons to the service of the union, 118 of whom did not return.

Following the war, the army retained custody of Fort Phoenix until 1873, and when its military value was deemed nil, it was placed under the care of Fairhaven selectmen. In 1926, 'Lady Fairhaven' the former Cara Leland Rogers, daughter of Henry Huttleston Rogers, purchased the garrison from the government and presented it as a gift to the town.

The years following the Civil War were rather dim. Whaling had run its course, though shipbuilding and fishing still offered opportunities. This period saw the beginnings of a few new industries such as the American Nail Machine Company (now the Atlas Tack Corporation), an iron foundry and several oil refining companies.

Lawlessness and unemployment became a problem. A wave of incendiarism hit the town in 1858, the town house being among the victims. The previous year 1857 the town saw fit to establish a lockup. In 1859 a watch-house was established on Washington Street where vagrants might spend the night. It was well patronized for in 1877 the keeper was authorized to find work for any applicants. During the year 1884-85 alone 416 tramps lodged.

In 1869 another gale struck the community toppling the steeple of the Congregational Church and causing considerable damage to the toll bridge.

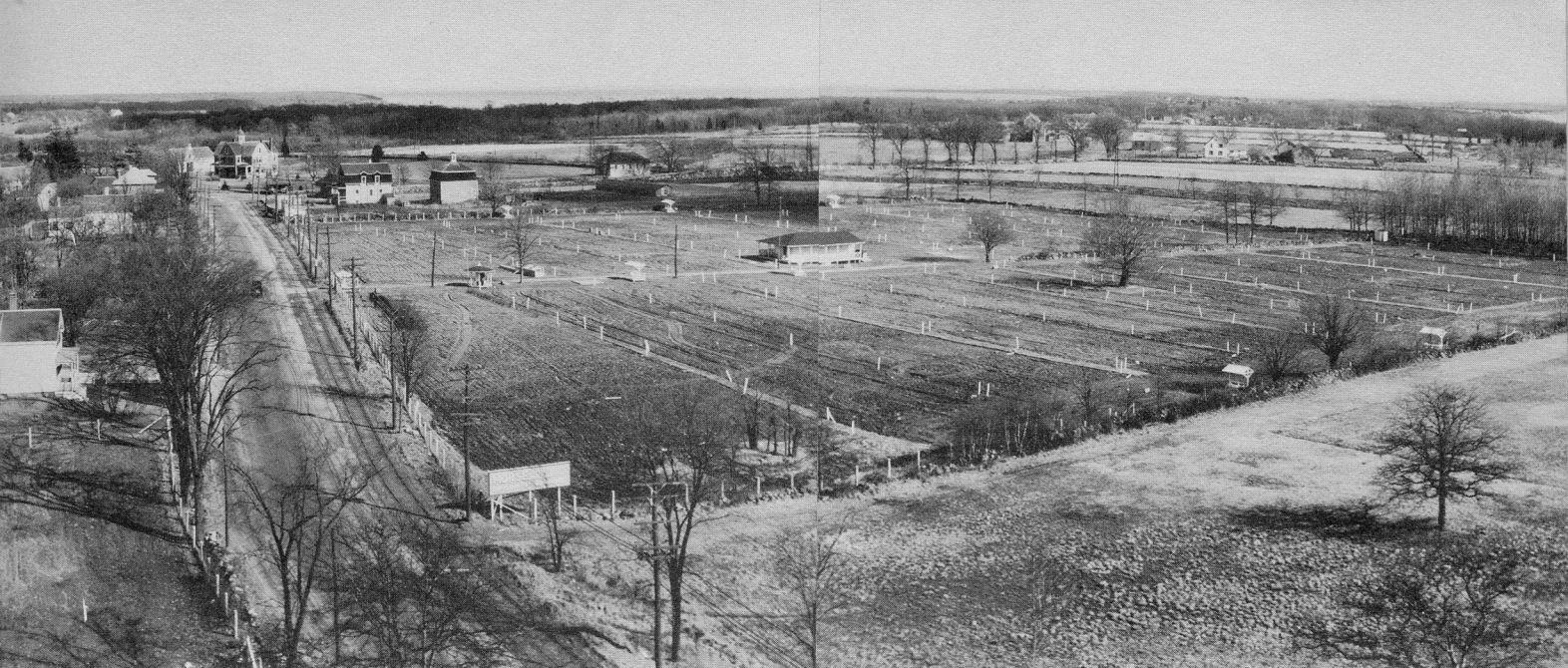
The town had gradually been growing closer to New Bedford, ferry service and a free bridge made

WAITING STATION — Here, at the entrance to the Fairhaven Bridge, passengers waited for street cars to take them to New Bedford.



CENTER STREET — Looking east from Middle and Center Streets from just about the site of the Fairhaven Institution for Savings. Photo was taken about 100 years ago.





GARDENS — Taken from the water tower in East Fairhaven in 1918, this photo shows the vegetable gardens provided by Morse Twist Drill and Machine Company for their employees.

travel easier as did the omnibus service after 1853. Dissatisfaction was rampant over the inefficient way in which the town was operated. The town voted to install street lights in 1859, but 13 years later, in 1872, when the town was marking its 50th anniversary there still were no street lights.

It was in such an atmosphere, that in 1871 and 1874, petitions were put forward by certain residents of "Darkhaven" to be annexed to the City of New Bedford. A union never materialized, many Fairhavenites naturally objected, while New Bedford just didn't want the town, one resident commenting "The citizens of Fairhaven average better citizens than ours, but we cannot afford to take them because the whole town is essentially 'Poverty Point' "

In 1882 public-spirited citizens organized the Fairhaven Improvement Association which was incorporated under Massachusetts law in 1885. The association did much to beautify and improve the community. In its first decade alone the group set out some 1,700 shade trees throughout the town, provided 100 bath-houses for beachgoers and assumed the care of Fort Phoenix and the Burial Hill at Oxford.

The Star, a weekly newspaper of Republican opinion made its debut in 1879 and continues to this day.

The American Nail Machine Company which had become the American Tack Company in 1874 reorganized in 1891 as the Atlas Tack Corporation became the leading industry of the town as well as one of the world's leading producers of small nails.

Access to and from the town was facilitated by the construction of the Coggeshall Street Bridge in 1890 and the new New Bedford-Fairhaven Bridge in 1896-1902.

The town's population, having taken a sharp drop as a result of secession of Acushnet and the collapse of the whaling industry now began to pick up, from 1865 to 1895 the population rose from 2,548 to 3,338.

All these developments are overshadowed by the presence of one man — Henry Huttleston Rogers. The Rogers era, roughly the quarter-century between 1884 and 1909 saw many changes in the face of the town.

The Millicent Library was formally dedicated on January 30, 1893 as the gift of the Rogers' children in memory of their deceased sister Millicent. Don Carlos Stevens became first librarian. A library of sorts had existed in the town since 1828, and the Fairhaven Library Association was formed in 1860 under the leadership of Dr. George Atwood.

The Town Hall was presented to the town by Mrs. Rogers. It was sorely needed as no structure had been built after the Oxford fire in 1858. Meetings from 1859 to 1864 were held in Sawin's Hall and then in Phoenix Hall.

Rogers died in 1909 and the town remembered him with a monument erected to the southwest of the high school on Huttleston Avenue and dedicated on January 29, 1912.

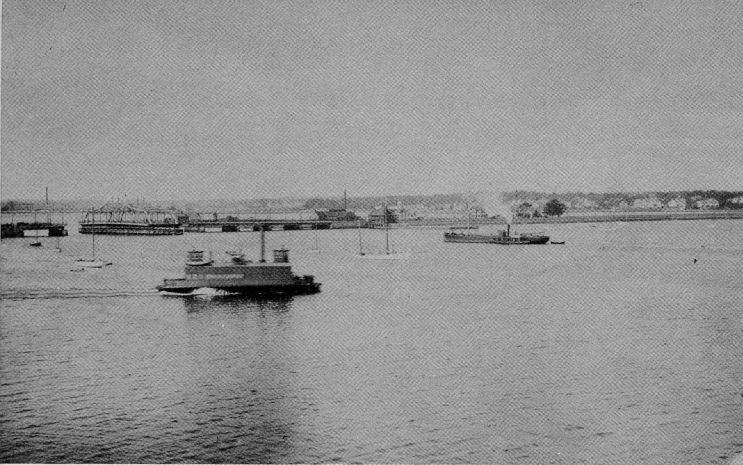
Fairhaven was in the 20th Century. The waves of immigrants that came over in the 19th Century found work in the mills of New Bedford. Many took up residence in Fairhaven. Fairhaven had long been a popular spot for summer homes, and with convenient access to the town, many city workers found homes across the river.

Fairhaven contributed more of its sons in the Spanish-American war in 1898, the two World Wars and the Korean police action.

The town had reason to rejoice in 1932 when Franklin Delano Roosevelt was elected president. The chief executive's mother — born Sara Delano — was from one of the town's oldest and most prominent families.

In 1930 a federal highway to the Cape was constructed through the middle of town. Opened to the public in 1934, Route 6 embraced all of Huttleston Avenue, from the bridge to Washington Street, and then the latter street to the border of Mattapoisett.

Nature, which had been reasonably kind to Fairhaven since the great gale of 1869, struck a savage blow at the town in 1938, when a fierce hurricane accompanied by excessively high tides ravaged the community destroying much property both on the waterfront and inland, and causing much damage to the stately trees whose beauty had long been a source of pride to the town. A second storm reaped havoc in



FERRY — A ferry supplemented bridge traffic between New Bedford and Fairhaven for almost 75 years beginning about the middle of the 19th Century.

the town in 1944, and hurricanes of major proportions hit in 1954 and 1960.

The 1940s and 1950s saw the economic and population center of the town moving eastward. Oxford village, north of the present high school had been the center of activity prior to secession, after which time Fairhaven village the area roughly from Cushman Park south became pre-eminent. Here the town offices, the churches and businesses located themselves.

With the construction of the new highway the area east of the Levasseur or Eldridge estate to Washington Street became the scene of growing business activity. Originally a strip of marsh fields dotted by an occasional home, Huttleston Avenue now blooms with a variety of commercial enterprises as do other areas of Route 6 and Sciticut Neck. In spite of all this growth, the chief industries of the town remain the Atlas Tack Corporation and the numerous concerns that comprise the fishing industry.

The town population rose by more than 10,000 in the years between 1905 and 1960 from 4,235 to 14,339. From a community of purely English stock the town is now well represented by many ethnic origins. Religious thought in the town is varied, the liberal traditions laid down by John Cooke have made Fairhaven long a place of many faiths and churches.

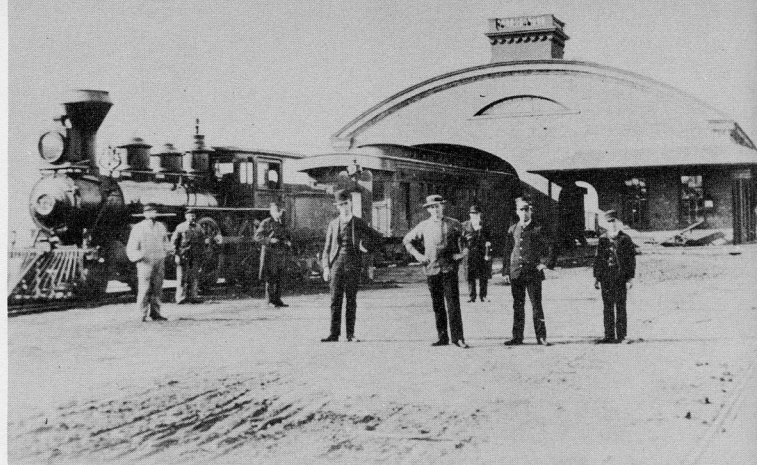
The past 20 years has seen new homes constructed in the town, particularly on Sciticut Neck and in East Fairhaven. Housing developments are filling in the spaces between the old farmsteads and summer cottages that once sparsely dotted these areas. The face of the land is changing.

There is probably no more important or vital role in a community than that played by its educational system.

Fairhaven's system dates back to pre-Revolutionary days. A school is mentioned at Parting Ways in 1738, in what is now Acushnet. During the Revolution, each section Oxford, Nasketucket, North Fairhaven and Fairhaven village had its own schoolhouse. A schoolhouse was burned by General Charles Grey during his raid on Fairhaven in September 1778.

The Commonwealth in 1789 passed a law which authorized towns to divide themselves into districts according to schoolhouses. Each district came under the jurisdiction of a prudential committeeman who operated independently of, and often in opposition to the School Committee of the town.

Horace Mann later termed this law "the most unfortunate ever enacted in the state."



TRAINS — First railroad station in Fairhaven, taken about 1854, has the following persons in front of it (as well as can be identified), left to right, Edward F. Williams, George Williams, brother of Edward; Harry Williams, son of Edward, Nathan Manter, Edward Keith and Edward Jenney.

Between 1812 and 1838 Fairhaven divided and subdivided itself into 19 such districts. The first nine and the 18th of these are now in Acushnet. Those in Fairhaven.

No. 10—The North Fairhaven or Royal Hathaway School, dubbed the Pink Schoolhouse from its color;

No. 11 The Oxford or Point Schoolhouse;

No. 12 and 13—Fairhaven village proper combined 1831

No. 14—Sciticut Neck Schoolhouse;

No. 15—Nasketucket Schoolhouse;

No. 16—New Boston Schoolhouse;

No. 17 West Island District, which had no schoolhouse;

No. 19—the "Pease District" schoolhouse which existed from 1838 to 1887

In 1843 the first grammar school was established by the town on Center Street in what was District No. 12 and 13. This continued in existence till the erection of the Rogers School in 1885.

An attempt was made in the 1840s to establish the position of superintendent of schools but nothing ever came of it.

That same decade saw the growth of a rivalry between the two sections north and south over school appropriations; a jealousy which helped in the secession of Acushnet in 1860.

The Commonwealth in 1853 passed a law repealing the School District law but it was quickly revoked. Similar attempts failed in 1859 and in 1869. Finally on January 1 1883 the hated act went permanently into oblivion.

The town then decided to employ a superintendent of schools in 1886, some 40 years after the idea had first been suggested.

Z. Willis Kemp, principal of the high school, was the first man to hold the office. He was followed in 1896 by Edward B. Gray during whose superintendency in 1897 a school union with Acushnet and Mattapoisett was effected.

Gray remained until 1901 and was followed by Frank M. Marsh, the latter being succeeded in 1912 by Charles F. Prior. Oliver M. Toothaker substituted for Prior during a leave of absence in 1918-1919. The union with Acushnet broke up in 1923, as did a brief union with the town of Marion, Mattapoisett remained in the union until 1957.

Flavel M. Gifford followed Prior in 1939 and remained until 1958, in which year Lynwood P. Harri- man, the incumbent, assumed the superintendency.

The cause of higher education in the town was first taken up by a group of citizens that organized the Academy on April 13, 1798. Classes were maintained there until around 1836, after which a few private classes were conducted in the building. The Academy building, now a public landmark, served as hall for town meetings during the 1830s and is presently in the custody of the Colonial Club.

The first high school opened in Fairhaven on January 28, 1852 in a building which formerly housed the Methodist congregation of the town. M. L. Montague was the principal. The courses were designed to train students for college. The old building celebrated its 50th anniversary in 1902 and continued in use until 1907 when Henry Rogers' new high school was finished.

The Rogers School dedication on September 3, 1885 marked the beginning of the present education system. Gradually the smaller district schools ceased functioning; those in Nasketucket, Sconticut Neck and New Boston Road being the last.

Next of the existing schools is the Oxford School, built in 1896.

When Rogers started the Unitarian Memorial Church in 1902, he presented the old Unitarian Church building to the town for use as a school. The structure, first designated the Rogers School Annex, and later called the Washington Street School, served from the Fall of 1903 until 1940, when it was closed. The building now is the home of the Fairhaven Boys' Club.

Next addition to the school system was the Job C. Tripp School, begun in 1917 and ready for use the next year. It is located at the corner of Bridge and Green Streets on a lot presented earlier to the community by Rogers.

Next came the Edmund Anthony Jr. School which was constructed in 1921. It is located on Main Street in North Fairhaven.

Both schools were named for deceased members of the School Committee. Tripp, who died in 1917 had been a member of the school board for over half a century. Anthony, who died in 1902, though better known as editor of the New Bedford Evening Standard, was equally distinguished as chairman of the school board of the town.

OLD BRIDGE — This is the span built between New Bedford and Fairhaven after the hurricane of 1869 and kept in use until construction of the present structure. Photo taken about 1880.



ATLAS TACK — An industry developed by H. H. Rogers through purchases and mergers to provide employment for residents of Fairhaven.

Pupils of East Fairhaven and Nasketucket once again had their own school in 1925 when the East Fairhaven School opened its doors.

The ever-increasing student population continued to create a need for more classrooms; an annex was added to the high school in 1930-31 to provide space for junior high pupils who could not attend seventh and eighth grade classes at Rogers School, the Rogers School constructed an ugly wooden structure in the rear of its building with two classrooms. Eventually additions were built onto the Oxford and East Fairhaven School in 1952. "The Portable" at Rogers School gave way to permanent addition in 1957-58.

In September 1958 a new Junior High School opened its doors. The new school became the scene of nationally-publicized experiment in education.

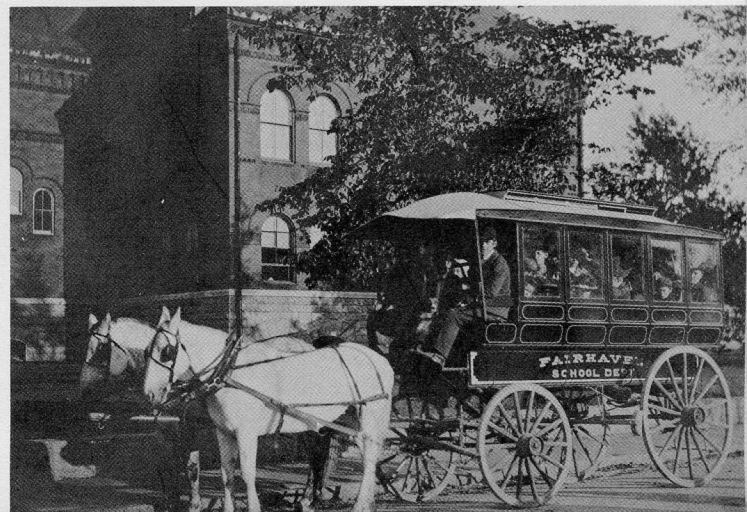
Under the guidance of marine biology experts, students attended (on their own initiative) science enrichment courses consisting of lectures and films.

Only recently the department took over the former Gidley Laboratory on Washington Street as an administrative building.

A number of parochial schools are operated by the Catholic churches of the town, the chief of which is the Sacred Hearts Academy, a preparatory school for girls staffed by Sisters of the Sacred Hearts. This also is a seminary for the training of young men for the priesthood.

Of all that our town has to reflect in its 150 years of existence, nothing gives more pride than our educational facilities and the many who have devoted their lives toward advancing the facilities thereby benefitting the community as a whole.

SCHOOL BUS — About 1910 this was the method for bringing school children from Sconticut Neck to the Rogers School.



Historic Buildings In Our Town

NO collection of photos within the modest limits of these next four pages can do full credit to the great number of Fairhaven's public buildings. Here

are just some samples of those structures, some very old, some not so old, that have in one way or another been touched by history

TOWN HALL — This photo taken in 1910 shows the town hall as it once was framed in mighty elms. The building was the gift of Mrs. Henry Huttleston Rogers.



TABITHA INN — Built by H. H. Rogers in 1904 and 1905 and termed at the time the most complete hotel outside of Boston or New York. It cost \$150,000. Originally a year-round establishment, by the late 1920s it was on a Summer-only basis. The inn was used by the Coast Guard as a training center in World War II. In April 1944, it was purchased by the Catholic Diocese of Fall River and dedicated as Our Lady's Haven, a home for elderly men and women.

ACADEMY BUILDING — First school of higher education in Fairhaven is shown on the location from which it was moved by H. H. Rogers to make way for the new high school.



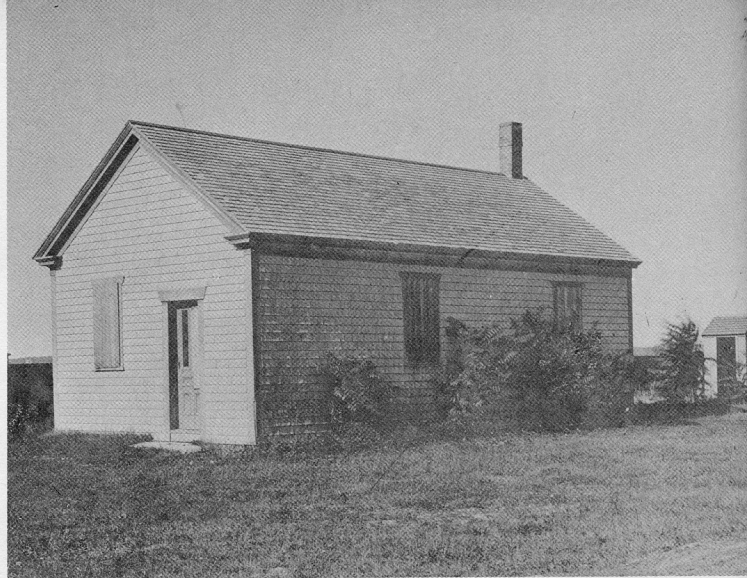
OLD HIGH SCHOOL — Located just at the eastern end of the Fairhaven Bridge, on the west side of Main Street, this building was used until the present structure was completed.



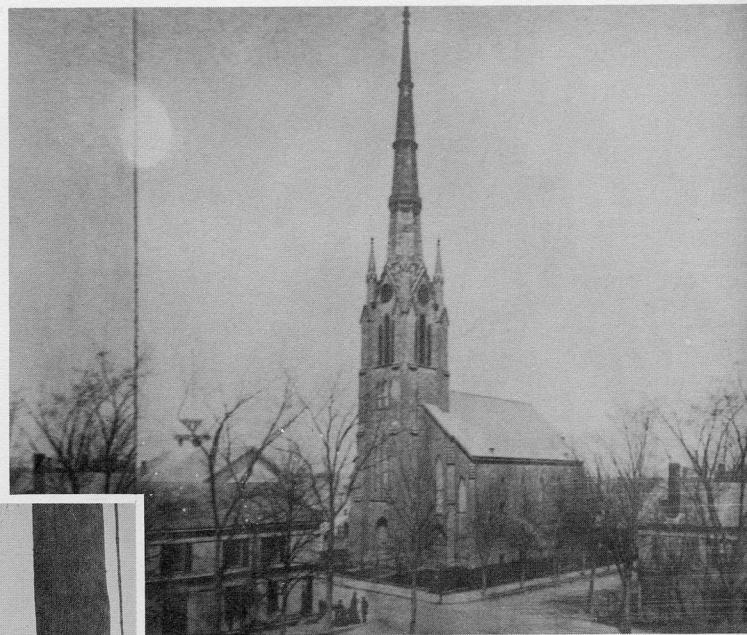
OXFORD SCHOOL — Located on North Street, east of Main, this stone building — which still stands — was used for many years as a school and was known as "the old Oxford stone school"



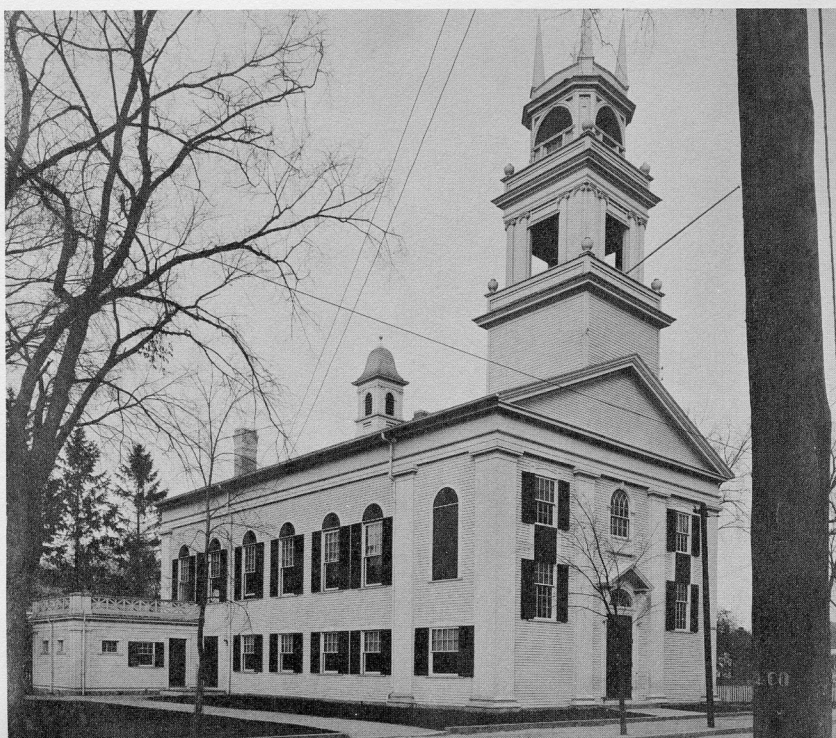
FORMER CHURCH — Known for many years as the Advent Church, this building on Williams Street, recently has been acquired by the Fairhaven Grange as its headquarters. Originally Sawin's Hall, it was one of the places used for early town meetings.



SCHOOL HOUSE — In use on Sconticut Neck until Rogers School was completed, was this little frame building. The area at that time was sparsely settled. Up the lane from Captain Whitfield's house, this is where Manjiro Nakahama went to school.



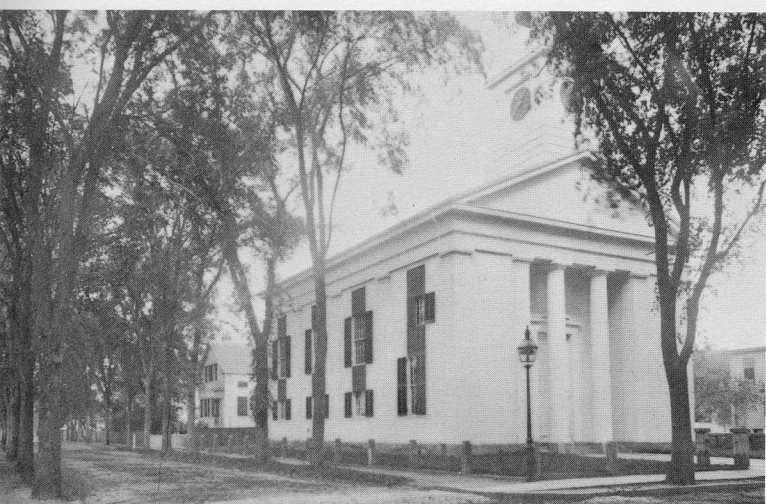
OLD TOWER — This photo shows the Congregational Church before the tower was blown off in the storm of 1869. The building at the right was removed to make way for the town hall.



BOYS' CLUB — The former Unitarian Church on Washington Street now is used by the Fairhaven Boys' Club. This photo was taken while the building was still being used as a church. Its Paul Revere bell in the steeple is one of two still in use in the town.

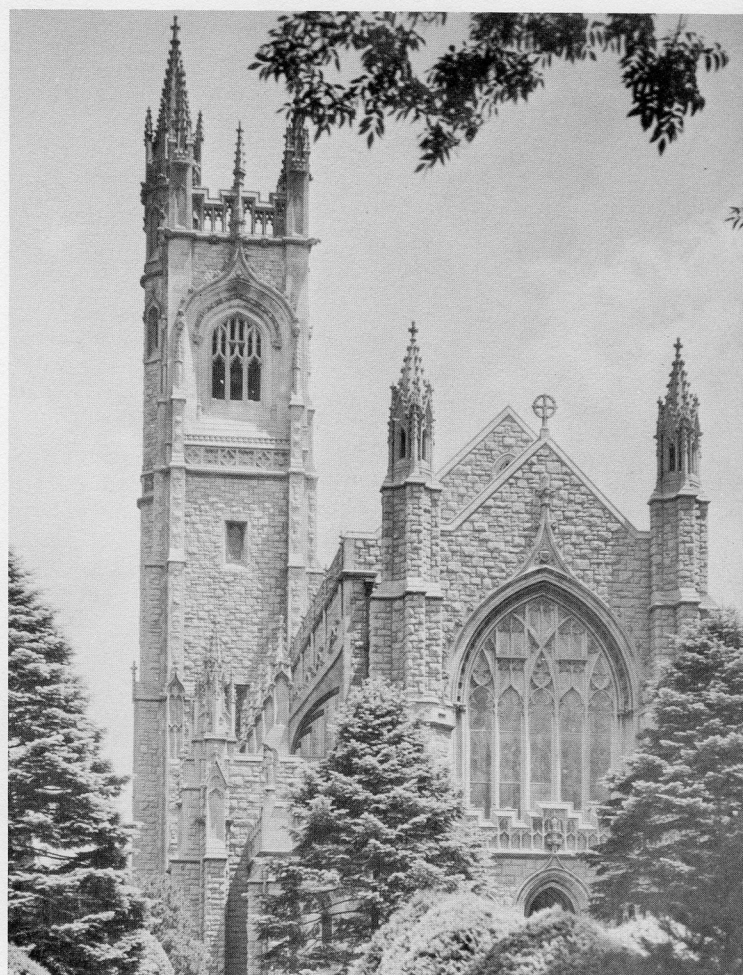


PHOENIX HALL — The second floor of this structure at Main and Center Streets, was the scene of many a stormy debate in the years leading up to the War of 1812 and separation of the town from New Bedford. This also was used by the Congregational Church and Catholic Church for services.

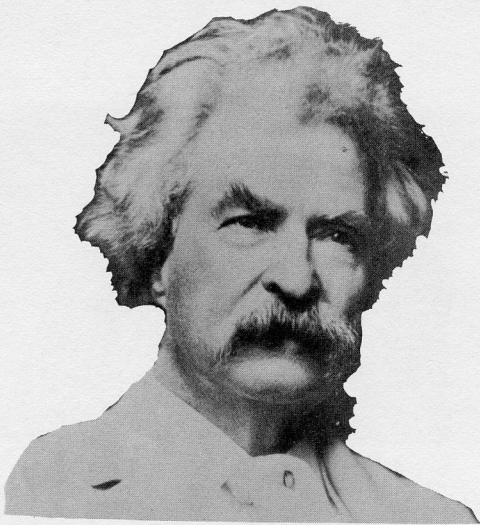


DAYS GONE BY — Tree-shaded streets and stone posts form a frame for Centre Methodist Church in this photo taken more than 50 years ago.

OLD CHAPEL — Oxford Chapel, located on North Street, east of Main, has been used by various denominations through the years. Land for the chapel was given by farmers in the vicinity, who also furnished the materials and helped build it.



MEMORIAL — This striking view of the Unitarian Memorial Church readily shows why the building is one of the show-places of New England.



MARK TWAIN

Dedicated the Town Hall



WILLIAM BRADFORD

In his art, "the flavor of the sea."

Monuments to the Arts

by Earl J. Dias

A popular definition of culture is "the enlightenment and refinement of taste acquired by intellectual and aesthetic training." Certainly Fairhaven has been fortunate in the opportunities afforded its citizens over the years for intellectual pursuits and aesthetic appreciation.

Naturally, for many decades after John Cooke built the first house in this area in 1652, there was neither time nor opportunity for any notable progress in an interest in the arts. The early inhabitants of Fairhaven, like those of the other colonies, were too busy meeting the challenges of life in a new land to devote themselves to purely creative or leisure-time enterprises in art, music, painting, and literature. To fashion a home in the wilderness, to keep body and soul together — these were the primary pursuits and interests of the hardy settlers. However they knew their Bible well, they sang at church services. Their faith was perhaps the one monument to beauty which they were able to erect in the trying and rigorous times in which they lived.

Nevertheless, Fairhaven, like the rest of the nation, began to inquire into the methods of bringing more beauty and refinement into its community life once the difficult task of creating a reasonably comfortable and safe domicile had been accomplished. Perhaps the key date in the history of the growth of culture in the town is 1852 when the Fairhaven School Committee, headed by Samuel L. Ward, opened the first secondary school in Fairhaven.

The school itself, located on the northwest corner of Main Street at Huttleston Avenue, was opened on January 26, 1852 — and its founding enabled many of Fairhaven's young residents to begin to acquire that "intellectual training" which is one of the requisites for the development of culture.

What type of community was Fairhaven in 1852? To begin with, the town numbered between 4,000-5,000 inhabitants. It was, to quote an early historian, "a picturesque and healthful village" which stretched leisurely along the Acushnet River "for a mile or

more" It was a seafaring town. In fact, in the 1850s, an average of 15 whaling vessels a year sailed from Fairhaven. A high school boy of 1852, for example, (and Henry Huttleston Rogers was a member of the high school's first class) played among the wharves and dockyards, watched the coopers at work on their kegs and barrels, and visited the ropewalks and the salt works.

An interesting study could be made concerning the effect of whaling on the community's cultural life. Many Fairhaven residents, returning from long voyages, brought back with them ideas, products, and works of art from the far-flung places throughout the world which they had visited. This contact with exotic civilizations must have helped to develop a laudable cosmopolitanism in Fairhaven. And whaling, too, developed that most pleasing of arts — scrimshaw.

In 1852, Fairhaven was a relatively quiet community where skating and Lyceum lectures were the winter's diversions, codfish dinners were the customary Saturday night bill of fare, and Quaker housewives, in particular took delight in cooking in their great brick ovens mouth-watering delights, the recipes for which were inherited treasures, as precious as the family silver or portraits of ancestors.

Although the town was a serene one, its whaling heritage, as we have indicated, made it cosmopolitan, nor was it unaware of the many new ideas that were shaping America. Ralph Waldo Emerson, whose Phi Beta Kappa address at Harvard in 1837 has been called "America's literary Declaration of Independence" was well-known in the community. His emphasis on self-reliance and his strong assertion that Americans must cease to imitate other nations and must develop a culture of their own were applauded and understood by Fairhavenites, many of whom heard Emerson lecture many times in nearby New Bedford.

That far-seeing and epigrammatic Yankee, Henry David Thoreau, who, like Emerson, insisted on original thinking and lauded ideas and beliefs native

to his country also was well-known in Fairhaven. He was, for example, a frequent visitor at the home of lawyer Daniel Ricketson in New Bedford.

Eleven years earlier in 1841, another giant of American letters, Herman Melville, had visited briefly in Fairhaven where the whaling bark *Acushnet*, on which he was to ship, was being fitted out. From Melville's voyage on this Fairhaven-based vessel grew one of the greatest novels in our literature, the monumental and profound *Moby Dick*.

Thus, Fairhaven was a part of the intellectual excitement that was abroad in the land. That its native sons were ready to make their contributions to the arts is evidenced in the career of the internationally-known artist, William Bradford, born in Fairhaven in 1823. After showing remarkable talent as a youth, he studied both in this country and abroad and soon made a name as a painter of Arctic scenes. His "Under the Light of the Midnight Sun," for example, now hangs in the library of Windsor Castle in England. Others of his paintings are on display in museums in this country, Europe, and Australia.

Bradford is buried in Riverside Cemetery. Over his grave is a Greenland boulder placed there by Peary, the Arctic explorer.

And on the boulder are inscribed these lines written by one of Bradford's friends, the poet John Greenleaf Whittier:

*"Something it has of the flavor of the sea
And the sea's freedom which reminds of thee."*

Since our original definition of culture, however, involves aesthetic training as well as intellectual training—the latter provided by an excellent secondary school and by contact with some of the greatest minds of the day—the second major event in the history of the cultural life of Fairhaven is unquestionably the benefactions of her most famous son, Henry Huttleston Rogers.

If culture flourishes best in beautiful surroundings, if young people must daily be exposed to beauty to develop a love for it, then, assuredly, Mr Rogers deserves commendation for the magnificent touches of beauty and grandeur with which he showered the community. There is, for example, the impressive English-Gothic style of the Unitarian Memorial Church, the Renaissance splendor of the Millicent Library, the Elizabethan grandeur of Fairhaven High School, the Victorian utility of Fairhaven Town Hall, the Tudor simplicity of the Tabitha Inn, now Our Lady's Haven, the green lawns and shady paths of Cushman Park. Many a Fairhaven citizen has learned his first lessons in the glories of the architectural arts through his constant viewing of these superb gifts to the town.

Many outsiders became attracted to Fairhaven because of the visual beauty of the town. Among the most famous of these visitors was the famous conductor Theodore Thomas, one of the great names in the history of symphonic music. Thomas came to this country from Europe when he was 10, proved to be a musical prodigy and became an orchestra musician at an early age. In 1864, he organized his own orchestra and toured the country with it until 1878, in which year he became director of the Cincinnati College of Music. From 1880-1890, he was conductor of the New



THEODORE THOMAS

He brought his music to Fairhaven

York Philharmonic. From about 1890 until his death in 1905, he spent his summers in Fairhaven, which he loved. His house on the corner of Rotch and Spring Streets was always pointed out to visitors as "the home of Theodore Thomas, the great conductor." While here he composed *The Monastery of the Sacred Hearts*.

Through Mr Rogers, the community also came to know well another giant of American literature, the witty and tremendously gifted Mark Twain. It was this notable American humorist who delivered the dedication address at the opening of the Town Hall on Feb. 22, 1894. The manuscript of this speech is on exhibit at the Millicent Library. The Library is also the repository of numerous other treasures of Fairhaven's cultural life: autographed letters from every President of the United States, valuable papers pertaining to the Rogers family, a Samurai sword presented to the town by Japanese friends, a valuable art collection, and the like.

Since Mr Rogers' time, the foundation he laid has been well built on. Through the years, Fairhaven has displayed an interest in all the arts. In the school system, for example, music has always played a vital role; summer concerts in Cushman Park in the beautiful and useful Trowbridge Memorial Shell (erected in honor of Miss Anna Trowbridge, who, as supervisor of vocal music in the town's schools played an important part in the community's cultural life) by the Fairhaven High School Band have become a traditional part of warm weather festivities. Choral groups and orchestras have also flourished in the town.

In the drama, Fairhaven was, for a few years, the home of the Fairhaven Summer Theater, a professional company founded here by Anthony Farrar and later operated by John Lane. Among amateur theater groups, it has been the home of the Fairhaven Players and the Spouters.

A Fairhaven Art Association offers an annual outdoor exhibit in the summer months.

In short, Fairhaven's citizens, proud of their heritage and cognizant of the truth that man does not live by bread alone, have attempted always to enhance the visual beauties of their town by a devotion to the more intangible delights of the pursuit of intellectual pleasures and a dedication to the best of the arts. Thus, they have done well in creating "a refinement of taste acquired by intellectual and aesthetic training."



THE CONTEST ENGINE COMPANY in a formal portrait at the "old fire house." Photo taken before 1900.

We Strive To Conquer

THE history of Fairhaven's fire department is much like that of other small communities with some differences.

Even before the community separated from New Bedford, the Mill Pond and Herring River virtually divided the town in two, leaving most of the protection in the southern end of town.

This led, in 1805 to a public campaign for funds in the Oxford area and the ultimate purchase in that year of an engine (Oxford No. 2) from Philip Mason of Philadelphia for the sum of \$360. It was housed opposite the old Academy building on Main Street for a time but later was moved to a more central location on land donated by Rowland Gibbs.

In part, the move of 1814 was prompted by the presence of the British sloop of war *Nimrod* in the bay. Citizens, recalling the raids of 36 years earlier hid valuables and moved one of their prized possessions — the fire engine — to safer quarters.

Firemen in those days were exempt from poll tax or military duty in compensation for their work. All companies were under the direction of fire wards and one of the responsibilities of the wards was to make certain every home had a bucket that was in good working order in the event of fire.

The town purchased its first suction engine in 1836 for \$1,500 and named it Columbia. In 1857, a new engine — the Contest — was purchased. This could play four streams of water at one time and it was equipped with 750 feet of "leading hose." Of touching significance, the engine bore the motto "We strive to conquer."

A steam pumper was acquired in 1894 and the town was on its way with "modern" equipment. How-

ever there was still something of a problem at times in getting the equipment to the fires.

For many years, the horses needed to pull the "steamer" were hired by the year usually from the Union Street Railway Company that had a barn on Main Street. Horses would have to be taken from the barn to the fire house and then driven to the fire. This sometimes raised problems; the horses frequently were more interested in following the car rails in the street, just as they did every day of their lives, than in going to a fire.

During the early 1800's, the Protecting Society came into being in the town as a device to curb some of the violence developing in the waterfront areas. This group of men exists today as fire police and still has the power of arrest at fires.

At about the time Fairhaven purchased its steamer Henry Huttleston Rogers decided to install a water system in the town with hydrants along the streets. The first street hydrant used was the one in front of the Rogers mansion on February 18, 1894.

The present fire alarm system was established in early 1898 and the first box pulled was No. 73 at Main Street and Howland Road, July 4, 1898 — which sounds like a July 4 bonfire.

Through the years, Fairhaven has had the following fire chiefs:

John W. L. Kempton 1893; George R. Valentine, 1894-95; John F. Sullivan, 1896-99; Albert C. Aiken, 1900-1903; John F. Sullivan, 1904-09; Albert C. Aiken, 1909-1911; William P. Shaw 1912-1913; Charles E. Westgate, 1914-1919; Jesse S. Gifford, 1919-1920; Alexander Price Jr., 1921-1929; Edward G. Spooner 1929-1949; Frank Rogers, 1949 to present.

Constables and Cruisers

POLICE powers in Fairhaven originally were vested with the selectmen, who held the responsibilities as town constables. Today selectmen serve as police commissioners while the department is directed by a chief.

Selectmen in those early years after the separation from New Bedford had the aid of two appointed constables but even with a small population, keeping law and order was a difficult task especially in the waterfront areas.

Destruction by fires and acts of violence became so serious that the town meeting of April 1830 voted to set up a Vigilance Committee whose main purpose was to "protect the town from mob violence." Out of this group emerged the present Protecting Society and a group of volunteers who "would act as a deterrent to possible violence."

Through the years two constables were appointed by selectmen to handle police duties of the town and enforce the laws. In 1924, the present police station was opened in the section that now is the front office. Two cells occupied a back room. The present office of the chief was at that time used by the Sewer Department.

Some of those who served as constables were Andrew Shooks, Joshua Delano, William Dunham and John Burgess, better known in town as a weather prophet.

In 1930, while Walter Francis was chief constable, the selectmen engaged Alvin Keen, just then graduated from a Providence college, to set up a system of records and bookkeeping. The system he installed is still in use. At the same time, 24-hour telephone service was inaugurated to the police station.

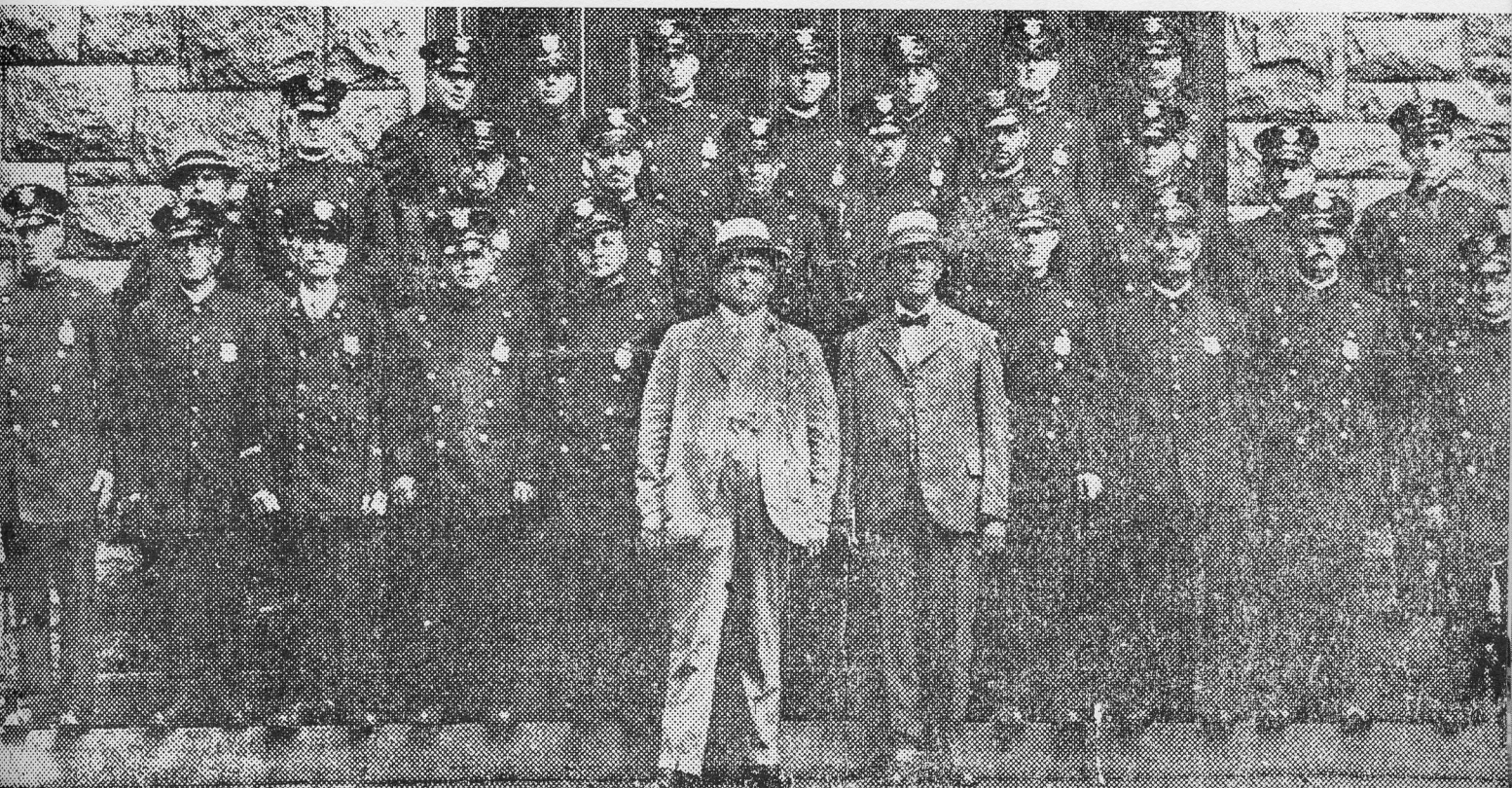
From 1924, until the early '30's, if there was any necessity for fast transportation in an emergency or for raids (this was the era of prohibition), the private cars of the men were used. If none were available that way a car would be hired from a garage.

The present cruiser car system began about 1931, when the department obtained a four-cylinder Ford touring car. To contact the car or foot patrolmen at night it was necessary to call the Gas and Edison Light Company and have the street lights flashed. The men on duty then would phone the station. During daylight hours, police checked headquarters by placing calls from private homes or from places of business. Today the department is equipped with cruiser cars, two-way radios and even rescue boats.

The head of the department was given Civil Service status by a vote of town meeting in 1937. George Sykes was chief at that time. Patrolmen and other officers in the department were given Civil Service status in 1953.

The department has been under the direction of Norman D. Shurtleff since 1940.

FAIRHAVEN POLICE FORCE OF 1928 — Foreground, l to r: Chief Walter F. Francis, Constable, Albert C. Aiken. 1st row: l to r, Lawrence Livesey, Harold S. Spooner, John W. Burgess, Nathaniel Westgate, Oscar Dupont, Albert E. Foster, Joseph Machado, Joseph Silva, Thomas Barnes. 2nd row: l to r, Dave Allen, George T. Sykes, Fred Morse, William Silver, Bertie W. Besse, Norman D. Shurtleff, Macy F. Joseph, John I. Barney, John Karl, Albert M. Gonsalves. 3rd row: l to r, John L. McAuliffe, William V. Dean, Paul Fisher, Alcide Turgeon, Joseph Sutcliffe, Charles V. Eddy and Elmer Gifford.





FAIRHAVEN HIGH SCHOOL

A Look At The Town Today

by Marion Mitchell

THE recollection of open trolley cars, Fort Phoenix-bound, laden with vacationers who anticipated one of the famous clambakes and a lazy afternoon on the beach, requires no tremendous feat of memory on the part of many Fairhavenites.

The trolleys accepted their loads of holidayers at the old waiting station at the corner of Purchase and William Streets, clanged along the track of the New Bedford-Fairhaven Bridge, then south on Main Street with a jog onto Church Street at the foot of Main to Fort Street, discharging their passengers midway between the old fort and the bathing beach.

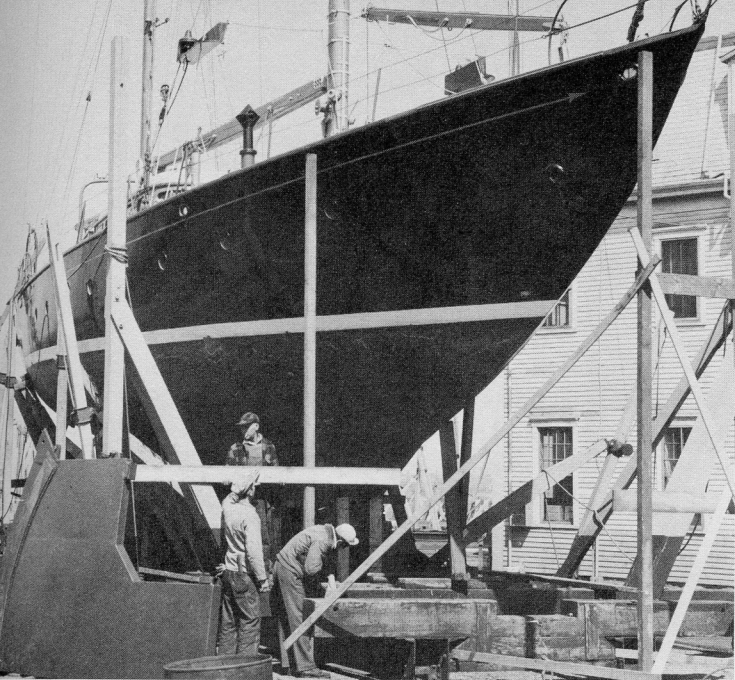
Today the trolleys have gone, replaced by an infinite variety of sports and family cars, their passengers also bound for a cooling swim on a hot summer day. Today the new Fort Phoenix State Beach, opened this summer, awaits them. The 22 acres of bathing area have been cleared of rocks and litter which had accumulated over the past few years. They have also been swept clear of the old restaurant pavillion and bath-houses, nostalgic landmarks grown old and ugly from hurricanes and neglect. Eventually State authorities anticipate, the Fairhaven development will assume the appearance of a model State beach such as Horse-neck.

Overlooking the beach, historic Fort Phoenix also hopes for a new look. Given to the town as a park in 1926 by Henry H. Rogers' daughter Lady Fairhaven, it aspires to the future status of a national shrine, commemorating its original construction in 1775, its destruction by the British during the Revolutionary War and its rebuilding in 1778 and its re-employment during the War of 1812 and the Civil War.

A vandalistic attack on the fortification two years ago enraged town residents, who organized the Fort Phoenix Restoration Committee under whose direction the overturned cannon have been remounted. A thorough-going restoration is projected for the next few years.

Covering an area of 7,497 acres, including 21 miles of shore property, Fairhaven presents a variegated picture of the old, the middle-aged and the new. An occasional Colonial-styled house on Lafayette and Oxford Streets is reminiscent of the town's first settlement. Even before it was known as Oxford Village it bore the name of "Ye Little Towne at Ye Foot of William Wood's Homestead."

Children play in the small park which contains the Cooke Memorial and a more recent plaque to another pioneer, Captain Joshua Slocum, who rebuilt



A YACHT gets a going over at one of Fairhaven's shipyards, this one, Peirce and Kilburn. The waterfront still plays an active role in the town's industrial life.

his famous sloop *Spray* for her world voyage just a few feet away on the grassy banks sloping down to Buzzards Bay at the corner of Pilgrim Avenue and Cherry Street.

Like most American communities Fairhaven blends much that is new with the old. Split-level ranch house developments have arisen on formerly venerable estates, and small family cottages have been built next to the earliest homesteads of Middle Street and Oxford Village.

Long an area of a few large farms and scattered residences, Sconticut Neck at the town's eastern extremity has enjoyed a rapid development in recent years by families seeking year-round homes as well as for many more planning summer cottages close to one of the peninsula's excellent beaches. Once only a handful of homes far from the center of town, East Fairhaven and North Fairhaven have become busy centers in their own right, connected with the civic center by an unbroken continuity of homes and buildings.

Sufficient school rooms for Fairhaven's school-age boys and girls has presented the town with one of its most critical problems during the past few years. While the additions built on the Rogers, East Fairhaven and Oxford Schools and the construction of the Fairhaven Junior High have done much to alleviate the situation, space continues to plague the School Department headed by Superintendent Lynwood P. Harriman. The town's other public schools are the High School, a gift of the late Mr. Rogers, considerably modernized in recent years, and two elementary schools, both single-floor and both built in the 1920's, Edmund Anthony Jr. and Job C. Tripp Schools.

If the town's educational needs are to be met, there must be another elementary school, probably located on Sconticut Neck, and an addition to the new Junior High within the next five years, Mr. Harriman maintains. A planning committee has already been organized to begin plans for the new structures. The School Department anticipates a census of approximately 2,565 boys and girls this fall. School budget for the year is \$1,013,890.50.

St. Joseph's parochial elementary school is maintained by St. Joseph's parish and attended by approximately 400 pupils.

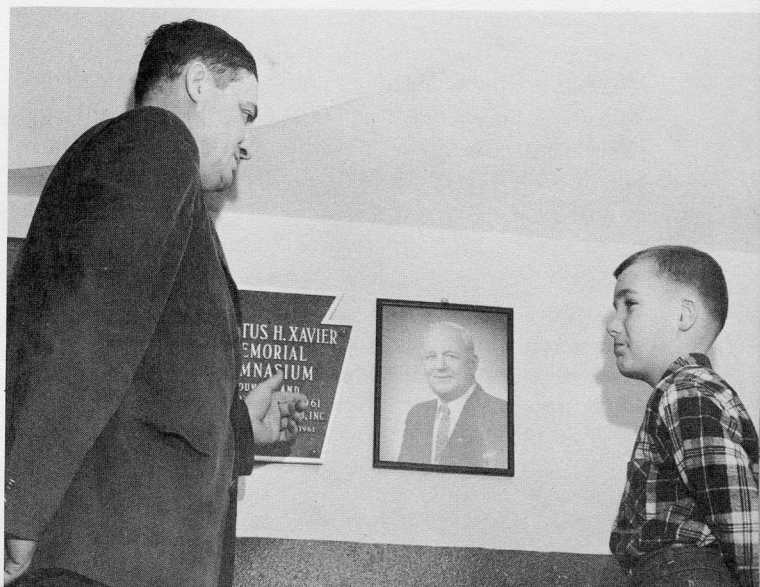
It, as well as Sacred Hearts School and Sacred Hearts Academy in the north end of town is staffed by the Sisters of the Sacred Hearts and Perpetual Adoration.

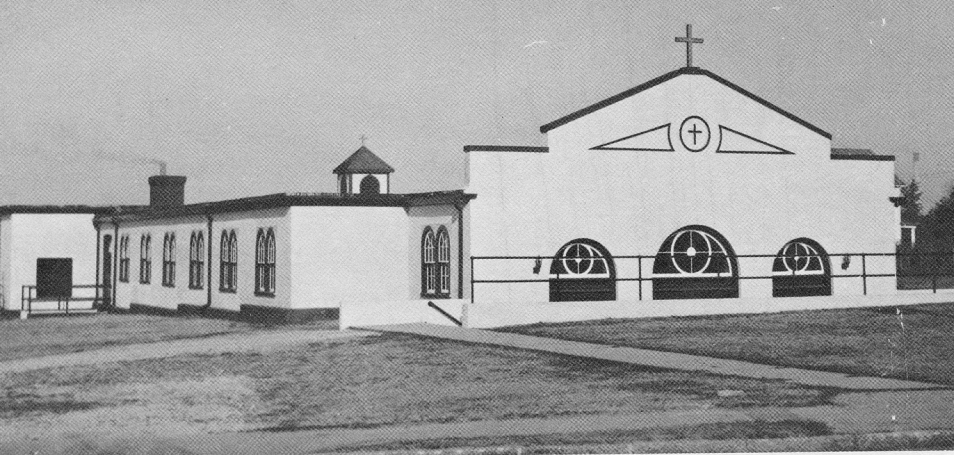
Although largely a residential community within easy access to people working in New Bedford, Fairhaven boasts sizable industries of her own. The fishing fleet rivals New Bedford and the majority of her other industries reflect her waterfront location.

Former dealers in whale oil, the Nye Oil Company now retails fine lubricating oils. E. W. Smith, Inc., continues its occupation of sailmaking. Salvage, heavy marine construction and repair and underwater work are the occupations of the Frank C. Taylor Company Inc. Just west of Main Street, the Hathaway-Braleigh Wharf Company act as oil distributors and the Hathaway Machinery Company Inc. serves as a machinery and marine repair shop. Norlantic Diesel, Inc., Kelley Dock and Marine Company Inc. and Peirce and Kilburn Shipyard Inc. maintain boatyards for marine repair work and the storage of various types of craft.

Mullin's Freezer for the freezing of newly-caught fish and MacLean Seafoods, a seafood market on Union Wharf, also indicate the town's geographical

A DIRECTOR and a member look at the plaque and photo of the late Augustus H. Xavier, founder of the Fairhaven Boys' Club. The director is Joseph Lapierre and the boy is William Janson.



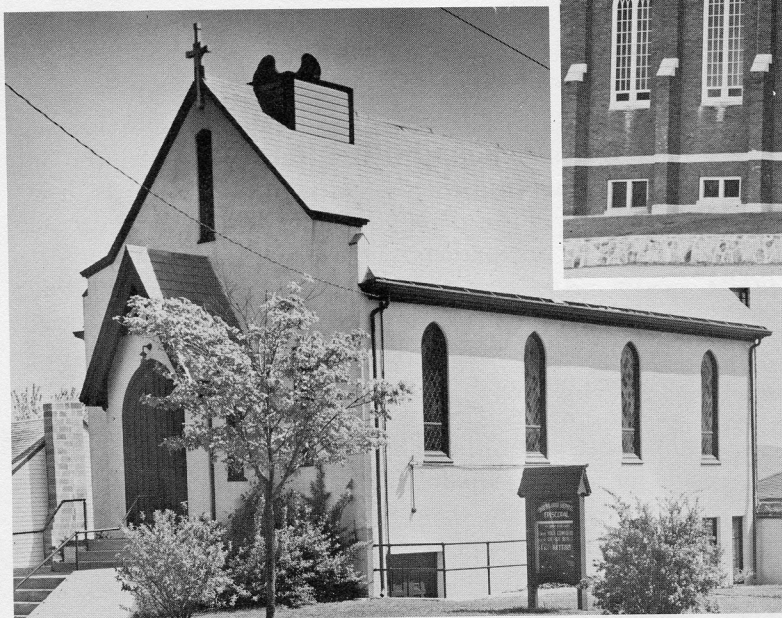


ST MARY'S CHURCH

ST JOSEPH'S
CHURCH



CHURCH OF
THE GOOD SHEPHERD



SACRED HEARTS CHURCH



TRINITY LUTHERAN CHURCH



situation. Still active is one of the town's first industries, the Atlas Tack Company brought here by the late Mr Rogers in 1897. Atlas has expanded its products to include all cut tacks, furniture nails, grommets, washers, rivets, industrial and electronics eyelets, upholstery nails, staples and similar items.

A tourist traveling east on Route 6 learns from a sign on Huttleston Avenue that he may attend Methodist, Congregational or Unitarian services if he makes a right turn to the center of town or Episcopal services or Catholic mass, by turning to the left.

A few blocks back on Park Street, just off Huttleston Avenue, he might see Trinity Lutheran Church. On Center Street the First Congregational, Center Methodist and Unitarian Memorial Churches are close to each other. Fittingly the Unitarian Church in its gothic splendor is adjacent to two other gifts to the town of H. H. Rogers, the Millicent Library and Town Hall.

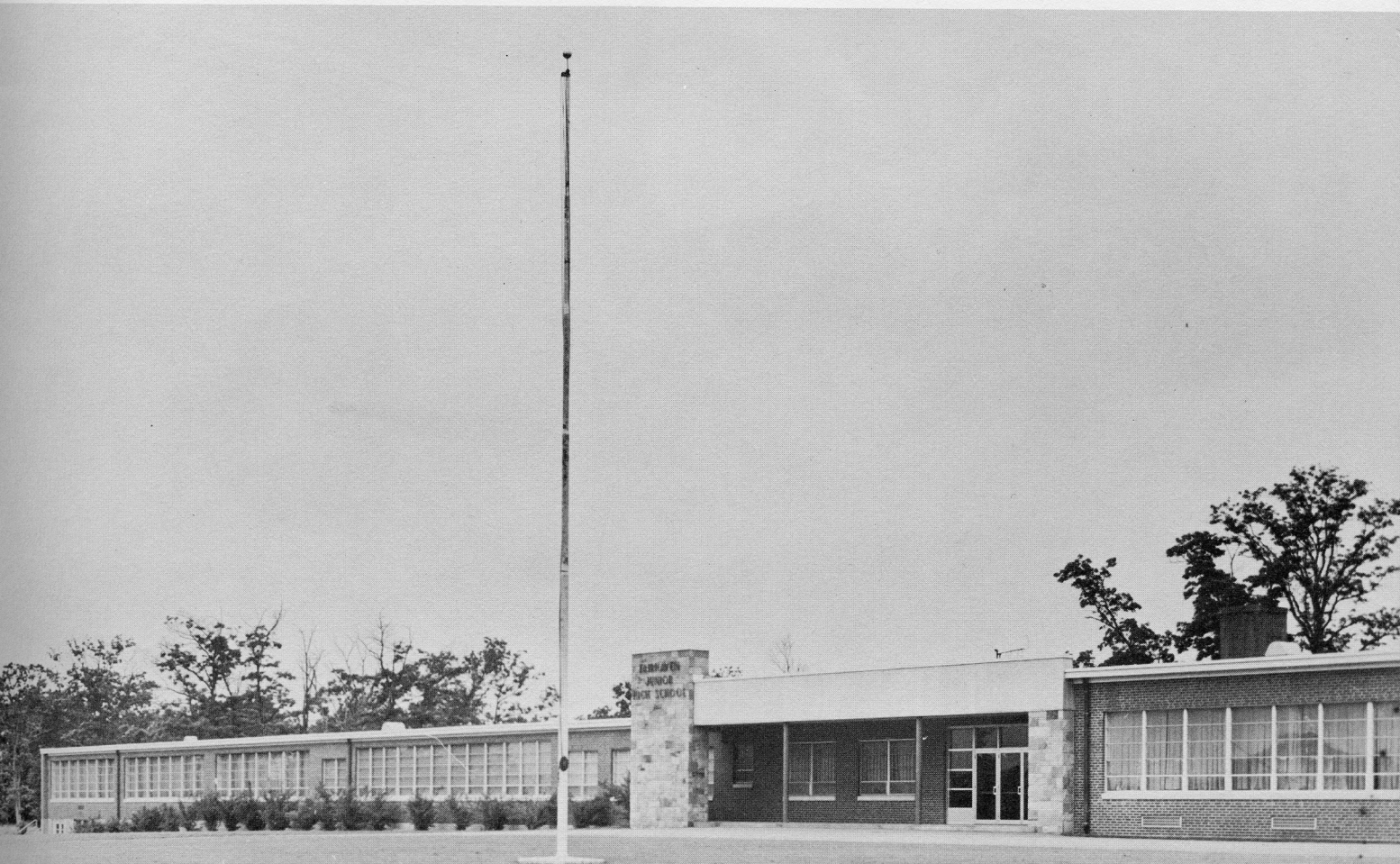
Northeast of the center is the town's largest Catholic Church, St. Joseph's, and to the north on North Main Street, St. Mary's. Also in the north is Sacred Hearts Church. Fairhaven's Episcopal Church, lo-

cated in North Fairhaven, is the Church of the Good Shepherd.

The pride shared by Fairhaven residents in their historic sites, their early history and their bay side location are evidenced in their clubs and organizations. The preservation of historic landmarks, records and mementoes has been a principal interest of the members of the Colonial Club while the Fairhaven Improvement Association and its sister organizations, the East Fairhaven, North Fairhaven and Sconticut Neck Improvement Associations, have sought more generally to improve the town through tree-planting projects and other beautification projects and encouraging citizen interest and participation in town affairs. Fairhaven has its active veterans organizations, the American Legion and Veterans of Foreign Wars and a single service club, the Fairhaven Lions.

As every community its size, Fairhaven has social and civic groups, Boys and Girl Scouts, Little Leagues and semi-pro football teams. It is a cross-section of the nation in nationalities and interests but its distinction rests in the unique history that the sesquicentennial salutes.

FAIRHAVEN JUNIOR HIGH SCHOOL



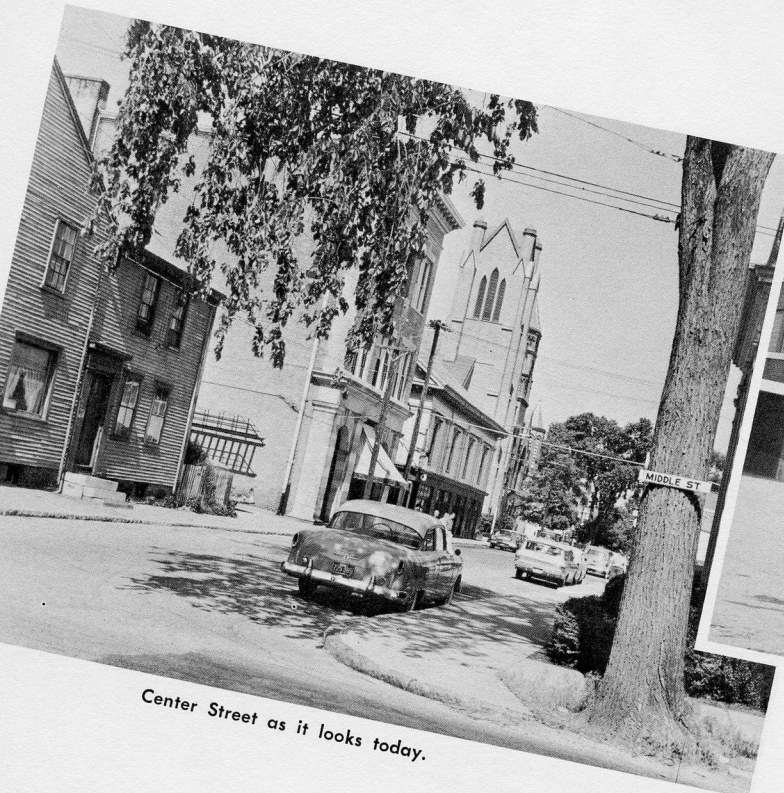
Fairhaven is a Good Place to



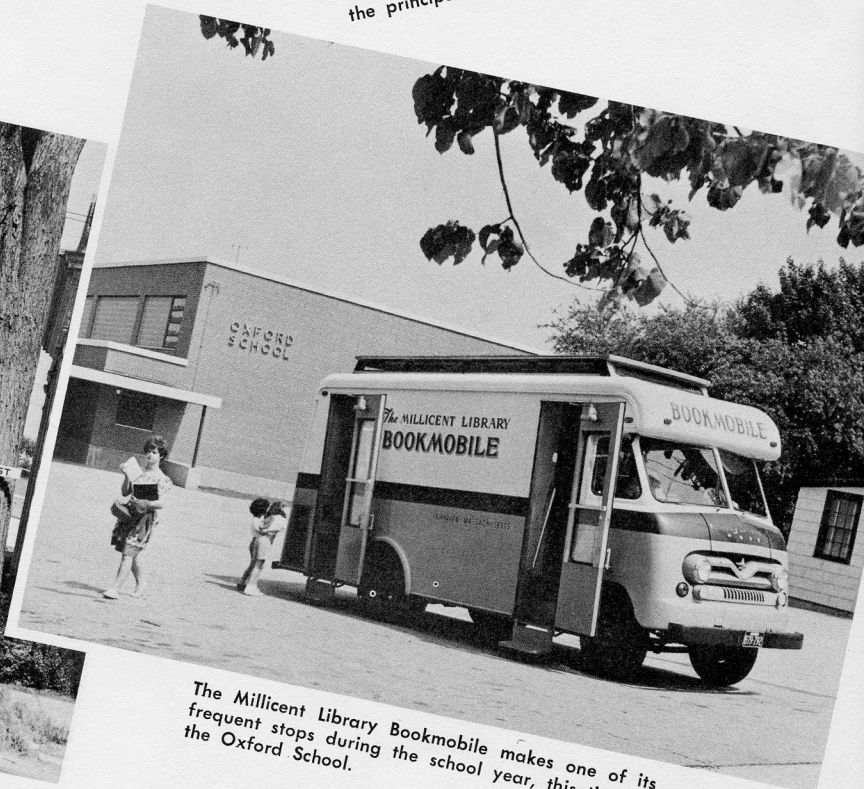
A sign of the times and a pastime that's been born again.



TOWN BEACH — The West Island Town Beach came into being following World War II and is now one of the principal Summer attractions in the community.

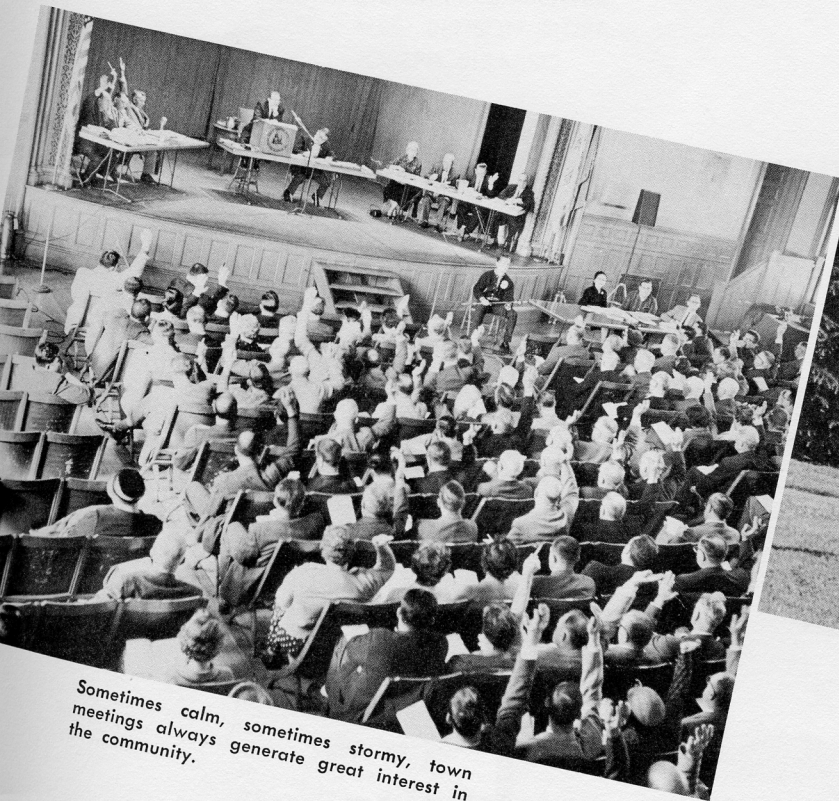


Center Street as it looks today.

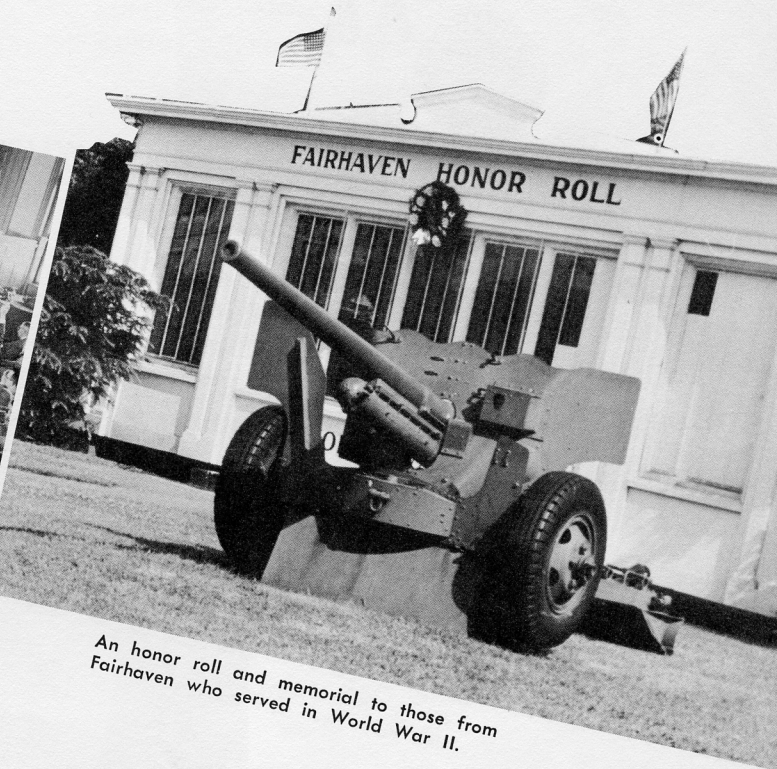


The Millicent Library Bookmobile makes one of its frequent stops during the school year, this time at the Oxford School.

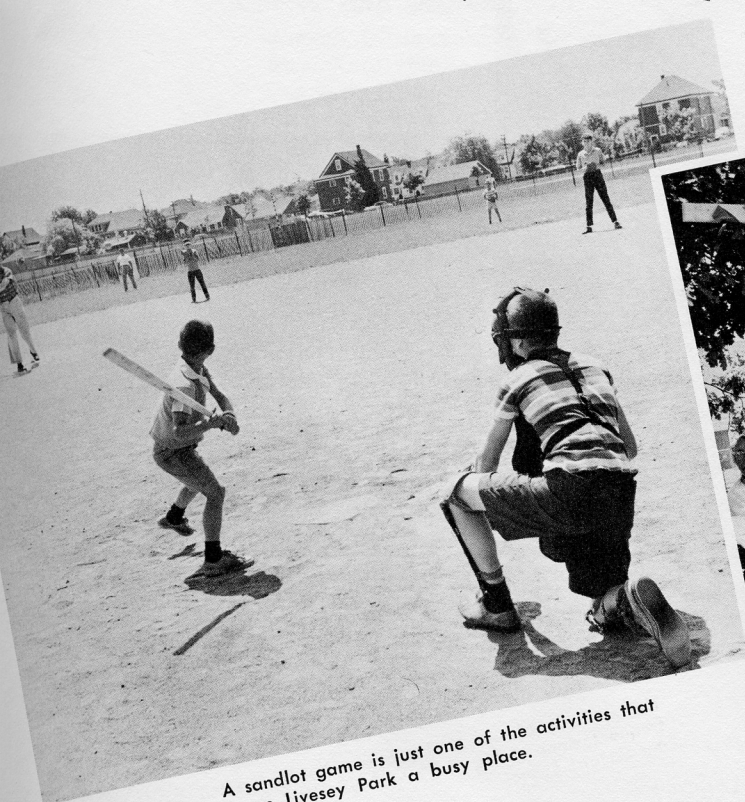
Live . . . to Work . . . to Play . . .



Sometimes calm, sometimes stormy, town meetings always generate great interest in the community.



An honor roll and memorial to those from Fairhaven who served in World War II.



A sandlot game is just one of the activities that keeps Livesey Park a busy place.

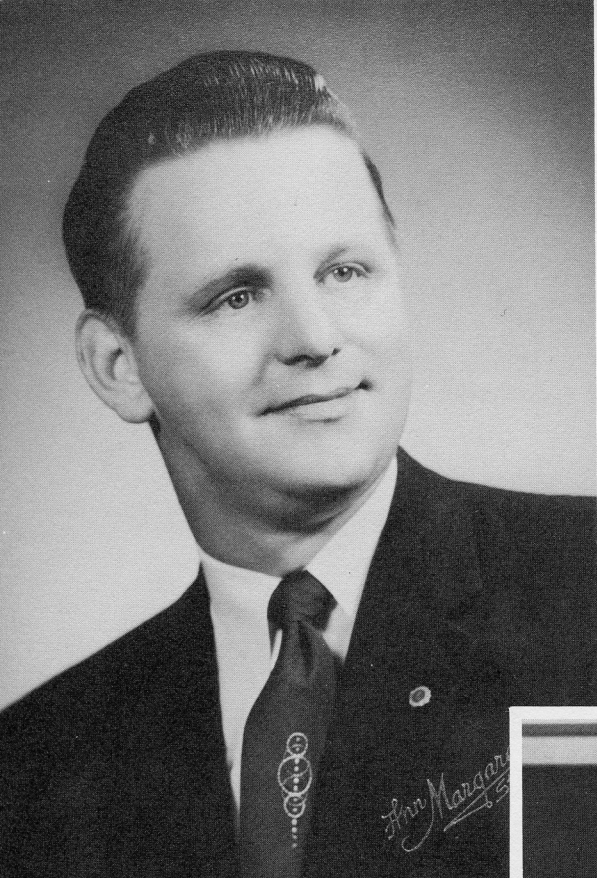


Street fairs are annual activities of the Fairhaven Improvement Association.

Selectmen Direct Sesquicentennial Activities

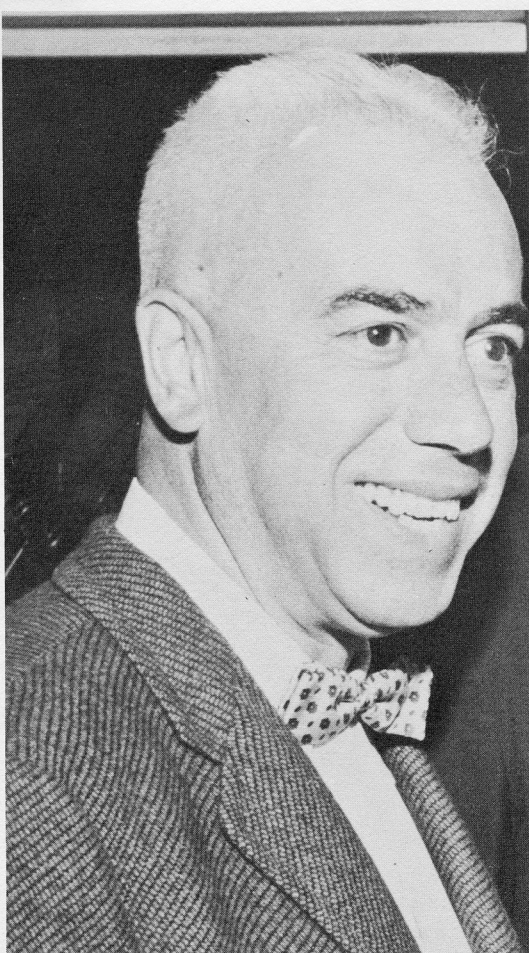
WALTER J. BOROWICZ, Chairman

A member of the Board of Selectmen since 1957



WALTER SILVEIRA

Senior member of the board,
elected in 1944



JAMES B. LANAGAN

A member of the board since 1959



Committee Chairmen

BOARD OF GOVERNORS

WALTER SILVEIRA

WALTER BOROWITZ

JAMES LANAGAN

RICHARD CARPENTER

MRS. BENSON MORRIS, JR.

JOSEPH BIZARRO

MRS. HAROLD R. LAWTON

RUPERT V WUNSCHER

AUSTIN P SKINNER

Nautical

Austin P Skinner, co-ordinator
Harold Pierce

Marathon

Roland Vanasse and Moses Kenham
Fairhaven Varsity Club

"Queen of the Sesquicentennial"

Mrs. Stephen Blodgett

Queen's Ball

Mrs. Del Bisbee

Church Services

Rev Roland C. Marriott

Fireman's Muster

Charles Covill

Fireman's Muster Parade

Charles Covill

Choral and Instrumental

Joseph DiDomenico
Mrs. Kent Hemingway
Leo Balandyk

Title and Slogan Contests

Mrs. Priscilla Hiller

Essay Contest

Lynwood Harriman, chairman

Judges

Earl J. Dias
John DeGraw

Warren Holt
Richard Verzone

Youth Day

Mrs. Harold Lawton

Block Dances

Improvement Associations

Home Inspection

Mrs. Benson Morris, Jr

Pageant

Miss Mary Smith and Miss Ellen Downey

Historical Memorabilia

Miss Rita Steele

Square Dancing

Jim Taylor

Industrial Open House

Earl Holden

Old Fashion Bargain Days

Harry Young (Brothers of the Brush)

Donkey Ball Game

Harry Young

Program

Miss Elizabeth I. Hastings

Art

Mr and Mrs. Howard Renfree

Parade

Walter Galuski

Bowling

Roland Vanasse and Moses Kenham

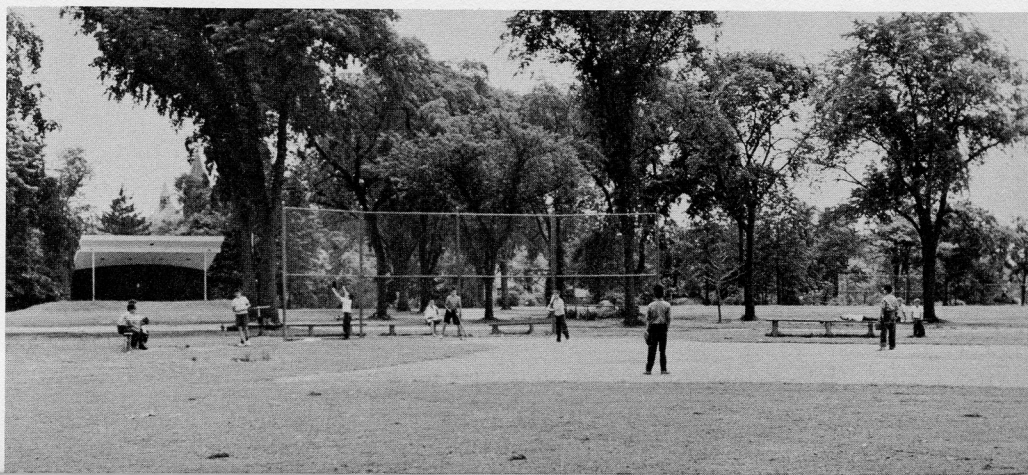
Souvenirs

Mrs. Grace Rioux

Beard Contest

Harry Young

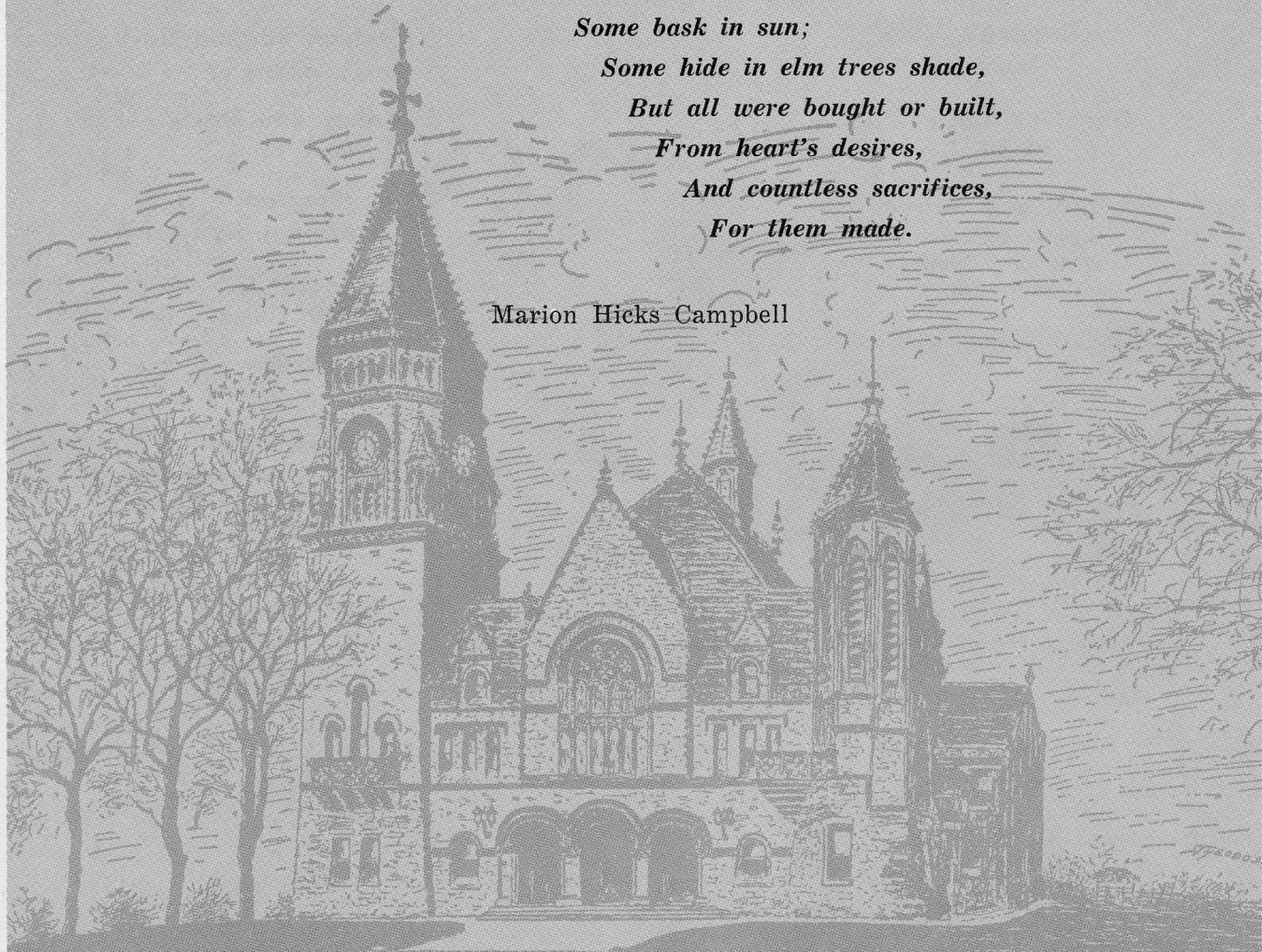
CUSHMAN PARK — Created by H. H. Rogers from a pond, the park has been the center of recreational activities for several generations. It will be the scene of many sesquicentennial activities.



OUR TOWN

*A town of homes
Whose night-lit windows show
That dwellers here
The charm of living know.
By day, a snowy wash
That billows on the line;
A baby carriage
Sheltered from the wind;
A clambering rose,
A clump of columbine;
A ball game—
Signs of life's best things.
These homes may differ
In appearance,—cost;
Some bask in sun;
Some hide in elm trees shade,
But all were bought or built,
From heart's desires,
And countless sacrifices,
For them made.*

Marion Hicks Campbell







MILLCENT LIBRARY — Mark Twain wrote of it, "Books are the liberated spirits of men, and should be bestowed in a heaven of light and grace and harmonious color and sumptuous comfort, like this, instead of in the customary kind of public library, with its depressing austerities and severities of form and furniture and decoration."